

BUILD A VW "FUNNY BUS"!!

IND

model car *Science*

JULY, 1967

Still 35¢

SUPER DETAILING
**THE HOT
PIRANHA**

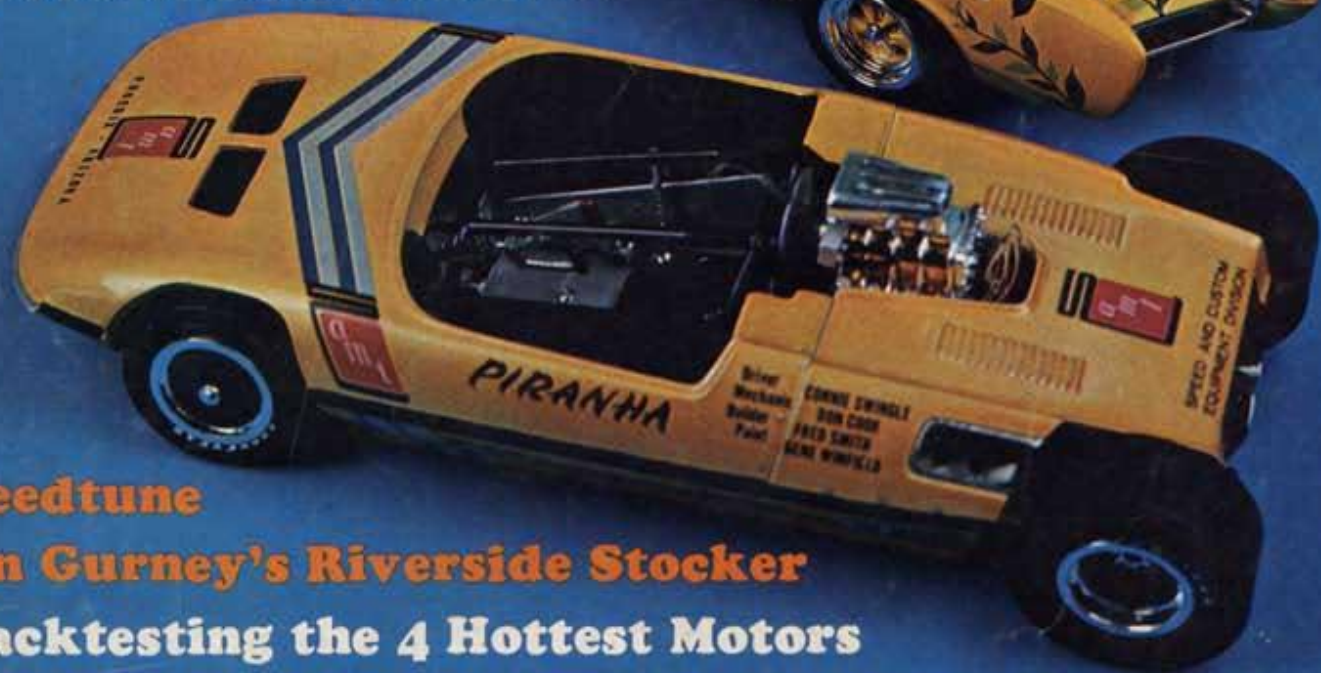
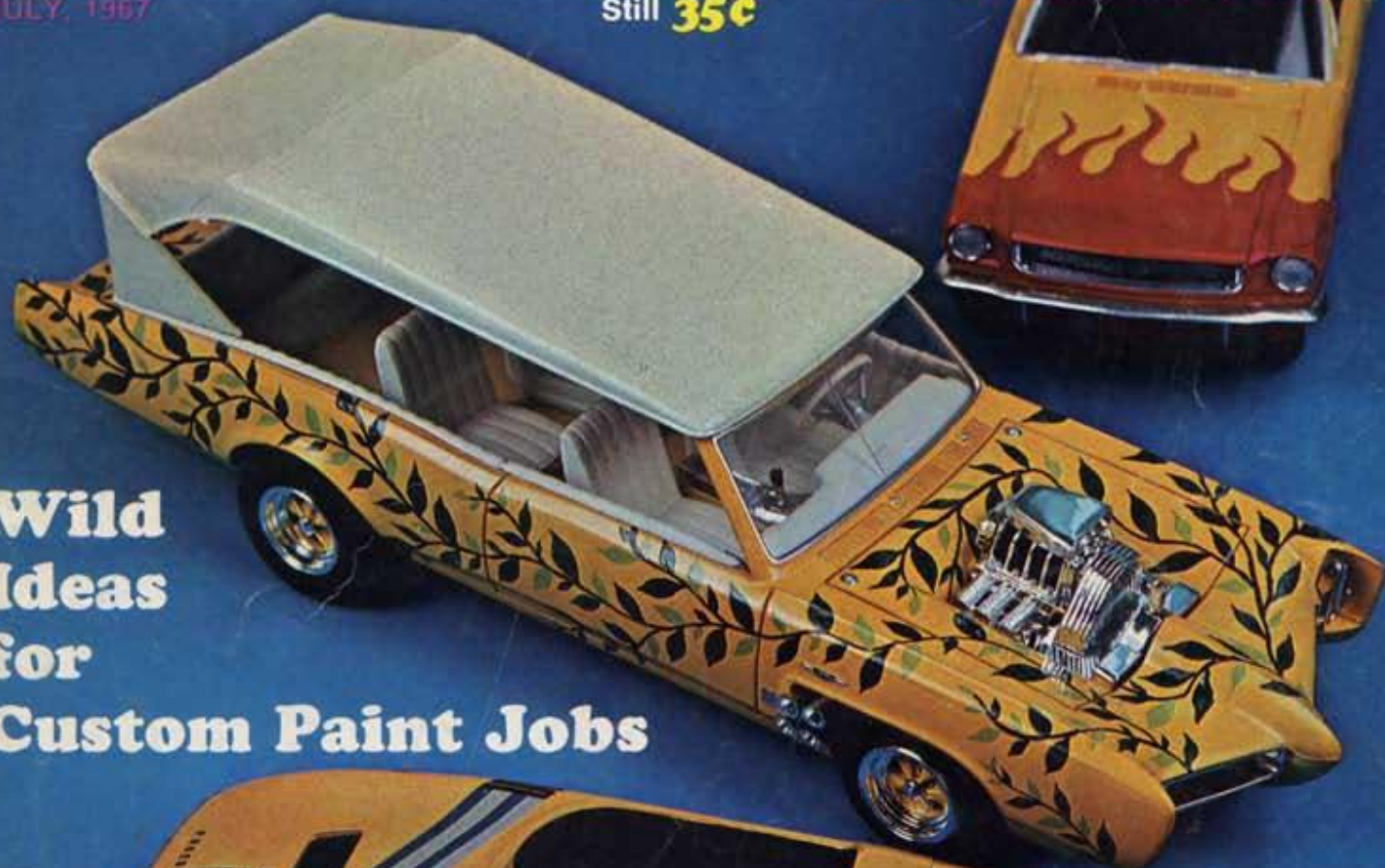
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Tracktesting the 4 Hottest Motors

Hop-up a Scale Wailer for Speed & Concourse



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Here's Roger Lindamood's famous Funny Car in 1/25 scale with an authentic tubular rail chassis! You can set this baby up as either a front seater or throw the engine in the front seat and move the driver to the rear! It's got the big Hemi 426 with stacks, complete racing interior including roll cage, rear spoiler and front air foil, one-piece hollow slicks (an all-time first!) and a bonus paint and brush set!

MR. UNSWITCHABLE

Dick Jesse has outdone himself with this wild funny one! The driver actually looks out over the roof! Really unreal! And the Pontiac 440 cu. in. engine dumps up and over the rear slicks (And they're one-piece vinyl slicks, too!). Add to this the spectacular interior sets, rail chassis, driver figure, roll bar, parachute and you've got the most unusual and famous Funny Car on the strips today!



MODEL PRODUCTS CORPORATION
MOUNT CLEMENS, MICHIGAN



model car *Science*

Volume 5, Number 7

July, 1967

ON THE COVER — *Beauty, they say, is in the eye of him what's doing the looking. Which is a nice way of saying: "If you like what you see, who's got the right to give a care?" And if Don Emmons likes his Monkeemobile with ivy on the side (?!?!), that's his business. Incidentally, he also did the sharp Piranha. Gee, I wonder how it'd look done up in a paisley print. . . . ? ?*

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DELTA MAGAZINES, INC.

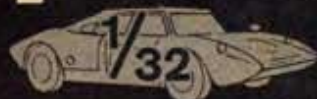
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MODEL CAR SCIENCE is published monthly by Delta Magazines, Inc. Executive offices and Subscriptions, 131 Barrington Place, West Los Angeles, California 90049. Telephone GRanite 6-2881. Single copy price: 35 cents. Second class postage paid at Sparta, Illinois. Subscription rate: 12 issues for \$4.00, U.S. and possessions, 12 issues for \$5.00, all foreign countries and Canada. All editorial contributions and advertising inquiries should be addressed to Editor, MODEL CAR SCIENCE, 131 Barrington Place, West Los Angeles, California 90049. Unsolicited contributions should be accompanied by return postage and Delta Magazines, Inc. assumes no responsibility for loss or damage to such unsolicited material. Printed in U.S.A. Copyright 1968 by Delta Magazines, Inc.

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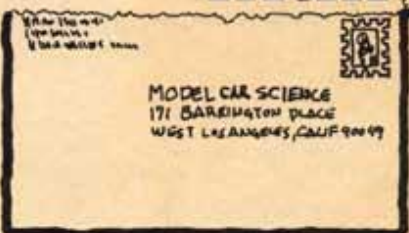
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TRACK ADAPTERS

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Vince Marinelli
Toledo, Ohio

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WOBBLY WHEELS

I just received a 1/24 scale Revell Sting Ray. The front wheels wobble like mad, for some reason, as though the axle is crooked. What can I do?

Lewis Kagel
New York, NY

It sounds like a crooked axle, or possibly a poorly threaded wheel, which happens once in awhile to any manufacturer's equipment. Check the axle by rolling it across a perfectly flat surface, with a bright light behind it. Get down at eye level so you can see if any light appears under the axle as you roll it along. If so, throw it away and replace it with a new one. If it's not that, send the axle and both wheels back to the manufacturer. They'll no doubt replace it free of charge, as they don't want unhappy customers either!

HERE'S THE SAD STORY

Four months ago I sent you a picture of my car for the Model of the Month Contest. I haven't heard a word from you, nor have I seen it in print. What's the story?

Dave Benson
Seaside, Ore.

If you haven't seen it in print

by this time, Dave, it simply means it didn't make that select little group of cars that did. We do not return pictures, unless the sender specifically requests that we do, and then provides a self-addressed, stamped envelope for the return trip. Don't forget, we're deluged with pictures of cars, and it takes some pretty keen building to make it! But try again, don't give up! Send a black and white photo, plus a brief description of the car, to the Editor, MODEL CAR SCIENCE, 171 Barrington Place, West Los Angeles 49, California 90049. No color shots please.

GET THE HIP BOOTS ON!

I live in the midwest, and do not like it when you west coasters think you have the fastest cars around. It's just not true! Our midwest and eastern cars can match, if not beat any westcoast car! Also, we do not have the advantage of having the slot car manufacturers right at our door step, as you guys do.

Right now the hot setup, tire-wise, is White Circles, which are silicone coated spongies. Our track (Tiny Tim's Family Hobby Center) doesn't permit traction fluids such as Instant Handle, Tire Bite, etc., so we learn how to build cars without that type of stuff!

You brag about your "name" drivers, well we've got some too! Names like Jack Jacobs, Gary and Rick Hughes, who, like Terry Schmidt, are teenagers. We do a pretty good job of building. Midwest cars rule! Westcoast cars take gas!

Godwin Thomas
Detroit, Mich.

Uh, we don't know what to say, Godwin. We haven't been that chastised since we opened the last letter from a midwesterner. What do you guys eat back there, that makes you so mean?

We're sure you fellows have a few cars that will blow off some of our western machinery, but so does New Zealand, Japan, etc., etc. Remember one basic fact — Nobody wins all of the time! There are good builders and drivers in all parts of the country. As for a final showdown? It's impossible, because of the distances involved. It would be fun though, wouldn't it!

HERE'S A TIP

Just tried your tip about put-

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Classic 150 Motor	3.00	1.50 Ea.
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=5700 Classic Dual Controller 15-25 OHM	12.95	7.95 Ea.

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CLASSIC CM250	8	3.95	3.16
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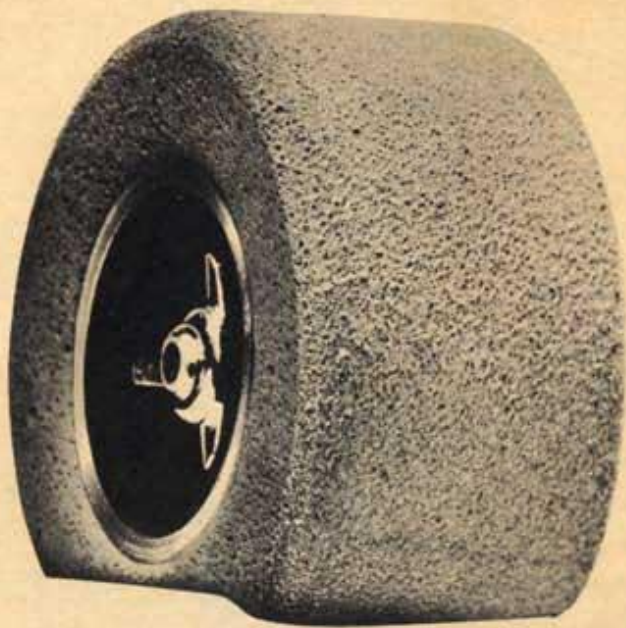
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ting the toothpaste on the clear plastic windshields of my car, to remove the scratches. Man, that works! It removed all of the stains and scratches.

Now that you've done a favor for me, let me do one for you, and your readers. To really clean rear slicks, fill a jar halfway with alcohol and halfway with toothpaste. Stir thoroughly until the two blend. Brush the combination on your slicks, and rub it in thoroughly with your fingers until all traces of it disappear. When you finish, your slicks will be clean and will grip the track like mad!

Ronald Del Prete
New York, NY

Thanks for the tip, Ron. We're passing it along to our readers.

AIR BUBBLES!

I'm having a tough time putting large decals on my cars, without the air bubbles that get trapped under them. How do I get rid of them?

Gene Johnson
Turtle Lake, Wis.

Easy, Gene. Use a soft cloth, and "blot" the decal by gently patting it with the cloth, to soak up excess water. Then, gently wipe toward the edges of the decal, starting from the center. An air bubble can be "walked" right out from under a decal, simply by pushing it across the decal, even though the bubble is beneath the surface, by using the soft cloth. Gently wipe each bubble right out to the edge of the decal, until it lays perfectly smooth and flat. Don't handle the decals until they are perfectly dry, which is usually an hour or so.

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the WORD from the PIT



By Speedy Gonzales
(fastest thumb in the west!)

OL' SPEEDY HAS BEEN HAVING A GOOD TIME, this past month, touring the slot tracks here in rainy (oops,) I mean, Sunny California, comparing the latest 1/24 scale kits and ready-to-runs with each other. It's rather enlightening, to say the least. With many of the cars sporting the same motor (usually the 26-D) a very competitive event could be set up right on the spot, just with the variety of cars I carry in my racing case. There seems to be very little difference in actual lap times, no matter whose car is used! Strange, considering the different approaches that the manufacturers use in trying to solve the problem of going quickly.

In the bargain department, you can't beat the Western Hobbies Modified Lotus 40 ready-to-run, in 1/24 scale. It's a beauty, and a hot performer, at just \$8.88.

I made a tour through Southern California's slot racing manufacturers last week, talking with each outfit, and trying to tune in on what the picture looks like. I'm here to tell you amigos, there's a lot of conflict going on over this business of scale and thingie racing! The Russkit people are trying to push a return to scale racing, or at least "semi-scale", which is more accurate, while a lot of the other manufacturers feel this would kill the whole sport! They feel that most people couldn't care less what the cars look like, as long as they go. In other words, performance is the criteria, according to many manufacturers.

My feelings lay somewhere in the middle. I believe that the majority of people just wouldn't bother going to the lengths that some of the more dedicated "scalers" go to, to achieve realism. They're out, after all, for the

fun of it; and perhaps it is true to a certain extent, that they shouldn't be expected to have to meet a lot of complicated rules and regulations, just for one or two evenings of happy racing a week. This side of the situation is easy enough for any sensible fellow to see.

On the other hand, many enthusiasts feel that "thingie" racing is really not model car racing at all. And they feel that *this* hurts the sport as a whole; because the interest, though intense for a short while, has a tendency to wane a bit, once the sport turns into an all-out quest for performance, which it has to a great extent. It costs a great deal of money to be competitive, and this high price has lost our sport a lot of enthusiasts, who just couldn't hack it, dollar-wise. *That*, amigos, is disastrous! This huge loop hole must be plugged up, as any sport needs to *retain* its people, in addition to recruiting them.

Everybody talks about it, but nobody does anything about it. I talked with me amigo, Ray Hoy, the other evening, and we mutually agreed that this is what it will take, to please everybody. This plan *has* to work! Here's what it is, and it's very simple. The raceways can satisfy everybody, from the evil buck racer who'll spend however much it takes to win, and doesn't care if his car looks like a rocket powered needle, as long as he wins, down through the guy who can only afford a kit, and enough money to race once a week. All the raceway has to do is sponsor several categories of racing. On certain nights of the week, hold a race for stock, out-of-the-box cars costing under \$10 (an arbitrary figure, he can set the price himself) with absolutely no modifications. This gives everybody an equal chance, which makes for very dicey racing indeed, with little expense. Then, sponsor a race on a different night of the week that is for fully modified, though scale, racing machinery. This lets the guy who likes to race hot cars that look like cars, do so, without having to run with the thingies. Finally, on a different night, the for all-gone thingie-type machinery, where anything goes. This will satisfy the performance and performance-only oriented fellows.

As you can see, there's some-

thing here for everybody, and this ridiculous arguing over different classes of cars, will come to an end, and everybody will be happy. We can all just settle down to whatever type of racing suits us, and leave the other guy alone. How's that idea sound to you fellows? If you're a shop owner, why not try it. If you're an enthusiast, why not suggest it to your raceway owner?

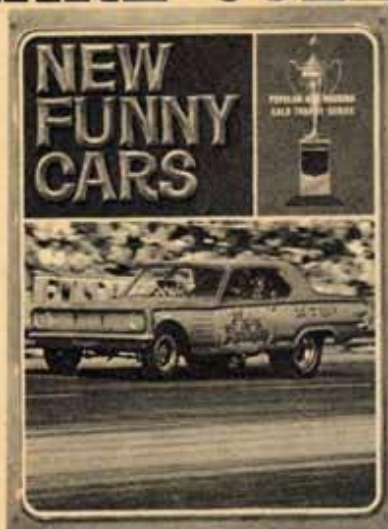
And one more thing. I believe something that would drag more enthusiasts, or would-be enthusiasts into this sport, would be a reduction in the cost of track time, from the usual 25c for fifteen minutes, to say, a penny a minute. with no limitations on the minimum time you have to race. The poor kid with just a dime to blow could come in and race for ten minutes, and he'd stay interested in the sport, something which the hobby shop owner really needs. Obviously the owner isn't going to get rich on a dime, but this fellow will come back later and buy something, providing he maintains his interest in slot racing. This is just one way to do it.

Yet another way to do it, is to clean up those slot tracks, throw out the creeps, while they're still hanging on to their pin ball machines; and while you (the shop owner) is in this antiseptic mood, why not clean the track too. Friend Bob Rule, a well-known writer for the national slot mags, laughingly calls some of the raceways in his neck of the woods, the "local dirt tracks", which really sums it all up. Nobody likes to race on tracks like those. Come on Mr. Dealer, take some pride in your track. Your customers will notice, for sure!

Here and there. Ray Hoy has been appointed the NAMRA (North American Miniature Racing Association) Western Director, and he's busy setting up the first West Coast NAMRA sanctioned race, the time and place to be announced soon. NAMRA is a true enthusiast's group, and the racing should be fast and furious, and the cars authentic appearing. If you can make the race, by all means do so. You'll enjoy yourself immensely. Watch for the time and date.

Well, down off the soap box, Speed-O. All this yakking makes me sleepy. Caramba! It's siesta time, so if you hombres will excuse me. . .

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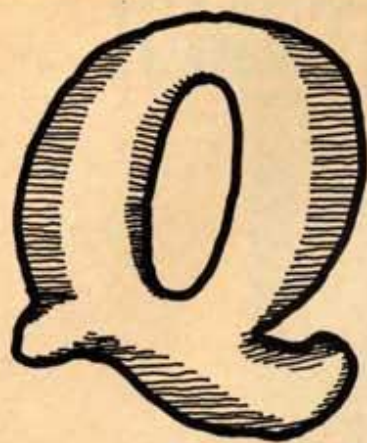
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modelers' QUESTION SESSION

Q. I have a couple of questions to ask you. I think your mag is tops.

(1) I noticed that the cars you and the top modelers build with blowers have black drive belts and chrome pulleys. How do you do that?

(2) Where can I get the 1965 Dodge by A.M.T.? It is not in the 1967 Auto World catalogue.

RICHARD BULICEK
Brookfield, Ill.

A. Many kits (e.g. Don Garlitt's Wynn's Jammer") include a separate rubber belt that fits over the pulleys for real detail. But generally the effect is obtained by careful detail painting with a fine sable brush and flat black paint. The Dodge kit you mention is out of production. Even though Auto World does not list the kit in their catalog, they may have it, or can get it. In addition, many stores keep back inventories, so ask your local hobby dealer. Chances are it's going to be pretty hard to find that kit. Good luck.

Q. I've just completed building a very nice workbench to work on my models on. What would you suggest that I need in the way of tools and supplies? What size of stripping tape is the handiest to have? I don't want to shell out a quarter each for all sizes 'til I know if I'll use them.

How do you paint a car two-tone? I tried using masking tape to cover the top of 'Vette while painting the rest, and the line separating the two colors was broken and uneven just enough

to spoil the whole job.

I've got this thing bugging me about the roof and sides of my models, the inside ones I mean. I think these ought to be painted. I've never read about this in your mag. What do you think?

You've got a great mag but how about expanding some more on the static cars and take it easy on slot cars?

JOHN TINKER
Sacramento, California

A. A good inexpensive workbench should include an X-Acto knife with several blades, a razor saw, several pairs of tweezers, needlenose pliers, a jeweler's saw, hand or electric drill with an assortment of bits, a good set of files (square, flat, half-round, triangular, and rat tail), pin vise, small screwdriver kit, and hobby clamps. Of course, there are many more tools, but these will serve you in all but the most bizarre situations. Remember, though, that whatever tools you get . . . get the best.

Masking tape will always leave a ragged edge . . . the idea is to get the least ragged line possible. Some people get best results using scotch tape or 1/32nd scale detailing tape for the borders and masking tape for only the larger areas. Be sure to press hard on the edges for definition. Painting the insides of the roof and sides is fine. Most modelers neglect this area because of the manufacturers' practice of making the windshield, side, and rear windows all in one piece. With little extra effort and cutting, you can add really authentic detail.

Q. I purchased two AMT kits, a '67 Ford XL and '67 Ford Fairlane. And I'm building them both Grand National, but I have a couple of problems. One: what color should I paint the engine block? Orange? On several of my other NASCAR stockers I painted the engine block flat black and it didn't look so hot.

On my Fairlane I'm building it like Fred Lorezen's. Second problem: the body is white, so I'm going to give it a couple of coats of clear gloss. Would it hurt the decals to put them on first, then the clear gloss on next?

TIM WOODWARD,
Bluefield, W. Va.

A. Orange is right, Tim. Ford uses a standard orange rust coat (which is often painted over) which is usually

left on the blueprinted bombs used in the Grand National. Use flat aluminum and mix it with small amounts of flat black to simulate aluminum and cast parts.

Don't put the decals on first if you're going to spray, as it bubbles the surface of the decal. In rare cases it won't happen with a decal that has completely dried (e.g. two years); but you'd be safer to use a good paste wax, which will give you a gloss and yet not harm the decals.

Q. I have a few questions for you geniuses. First: has anyone thought of a way to letter rubber tires? Second: I would like to know where to get those sheets of styrene you talk about in your great magazine. I have never seen any.

I have started on a '67 Sting Ray with two rear engines. It will have a scratch chassis, and I'm wondering what materials you would suggest using. If all goes well, I am planning to enter it in the MCS Model of the Month Contest. Would you please give me some info on how to enter?

KEITH MACHLAN,
Des Moines, Iowa

A. For the umpteenth time, people, please spread the word about styrene sheeting. You can order it from Auto World in .040, .060, .080, and .100" thicknesses in 6 1/2 x 10" and 3 1/4 x 6 1/2" sheets for prices from 15c to 80c. Also check the local art supply stores . . . or write the Kemtron Products Co., P.O. Box 1952, Fresno, Calif. 93718. Kemtron once put out (and may still have) a great booklet on working with sheet plastic. Ask them about it.

Q. I'm building up the Ford Mustang and plan to fit the big Ford S.O.H.C. 427 engine in it. I would like to get some info on wiring the engine. Do you have any photos or diagrams to show me how this can be done? Thank you for any help you are able to give. I think you have a real groovy mag. and I buy it every month.

BOB JACKSON
Portland, Ore.

A. Wow, this Ford engine is getting a big play these days both in miniature and by the real car builders. We are including a photo for you to work by on wiring your model engine.

The spark plug wires should be a tan color (sewing thread) with the rubber caps at the cam covers flat black. Fuel lines to the carbs should be in black thread and the larger hose should be done with heavy duty sewing thread. The cam covers should be painted flat aluminum. Or, if you prefer, they can be painted flat black as they look very good this way with the manifold and front engine plate flat aluminum color.



Q. I just recently went to a Rod and Custom car show and I saw some of the cars had colored glass windows. I would like to know where I can get colored windows.

I am a beginner to building model cars and having some trou-

ble. I am trying to get into a model car club because I feel I can learn more. Kindly send me something about it if you have any info.

Do you have any back issues? I have been trying to get back issues. The back issues of Model Car Science I need are August, September, October, November, December of 1965 and all of 1966.

Where can I purchase radio control equipment, and where can I get a '33 Chevy truck?

BOB GRAENING,
Oxan Hill, Maryland

A. For those tinted windows, Bob, use a product called Dylar by Floquil. It comes in various colors and when it's applied to clear plastic it looks like real tinted glass. You can also use Rit dye, if you want to tint the whole windshield (follow instructions on the package). Candy transparent paint may be used, but practice on a piece of scrap clear plastic first so you don't apply it too thick and have it run.

Back issues are available if still in stock; send 50¢ for each issue you want to the "Reader Service Department" of MCS.

If anybody out there is interested in starting or joining a model car club in a particular area, let us know. We'll run a special listing of names and clubs.

Q. I have been making a 1/25 scale Christmas tree like the ones at the drags. It is completely assembled of wood and brass tubing; it has staging lights

and I have printed Chrondek timers on the front and back like on the real ones but the one thing holding me up is the fact that I cannot find anything in scale that resembles timing lights. I would like to know where I can get 28 of whatever it is you suggest to use, also how much they would cost. CRAIG GUNSTON,
New Jersey

A. You can obtain 3-volt grain of wheat bulbs in clear and red colors for 20¢ each from Auto World, Box 961, Scranton, Pa., 18501. Although these are not of exact shape needed, they are pretty close. If a different color (e.g. green) is desired, there are many glass dyes on the market, so check your local hobby shop or hardware store.

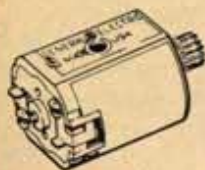
Q. I got a problem with brake wiring and other chassis detailing. Can you give some tips on this area as I don't remember reading anything about it. Like what materials I need and where to put the wiring.

LARRY HARTMANN,
West Hempstead, N.Y.

A. Run thick waxed thread, nylon fishing lines, or copper wire from the master brake cylinder (on the firewall), along the chassis to the brake cylinders (or disks) on each wheel. In case you are working on a late model, there may be a dual braking system, which uses two master cylinders; one for the front and one for the back brakes. In that case, the lines are split up, two going forward, two back.

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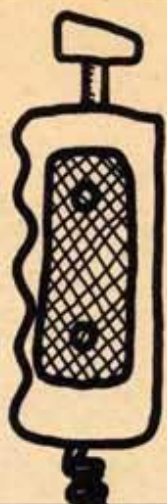
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Q. This is the second time I'm writing. The first letter was unanswered, so I'll try again. I've just bought the Revell '29 Ford Pickup kit number H-1272. In some of your 1966 MCS issues you have a part where you started on the model called "Project Pickup." I would like to know if you still have the plans for this model. I have the June and July issues and would like the rest of the plans so I could finish the model. I just bought the May 1967 issue of MCS. I would like to know why they stopped the Revell-Testors Model Car Contest. I worked on a car for one year, and when I took it to the Rod and Custom Car Show that was held here in December, I was told I couldn't enter my car in it. I think all the modelers of America should get a petition saying for the contest to be re-opened. I tried to include a photo of my car, but our camera ran out of film. That is all I've got to say. Please answer my questions either in your great mag or send me the answers. Thanks.
ERICK LUNDSTROM
Houston, Texas

A. Perseverance pays off, Erick. Sorry about missing your first letter, but with the amount of mail we get we're bound to miss a few. The rest of the plans for "Project Pickup" are in the August and September 1966 issues of MCS, which can be obtained for 50¢ each, by writing to "Back Issues", MCS, 131 Barrington Place, L. A. 90049, California. You're not alone in being disappointed by the cancellation of the Testors-Revell contest, many builders were left out in the cold after months of hard work. There is something you can do about it, though, if you can interest your local hobby shop in running a separate contest; if you can, write to us and we'll let the modelers know about it through the magazine. If you can get enough response, Revell-Testors should be sure to take notice and may re-open the contest. Keep trying on those photos Erick, and send one in to us. We'd be interested in seeing it.

SPEED & TECH



THE CAR MODEL RACE

The second of the six Car Model Pro-Am road races was won very convincingly by John Cukras on the Imperial course at Tom Thumb's Woodman Avenue raceway in the San Fernando valley. The pros made a real showing here with Team Rikken and Team Checkpoint leading the way. It would seem that about half the pros running were either members of Rikken or Dynamic factory teams. Last season's champ Terry Schmid and Mike Steube chased "Big John" all through the main event but were never able to close the gap he opened up in the first heat. By the way, John won the first heat on the red lane, one of the outside tracks (black being the other). Glen Toma was late with the MCS team concourse entry 2F Chaparral, so we settled for my Ford Mk. II's third in this event. What really shook me up was that the top two machines were beautiful, but not meant to run at all. Tom Warden's model kit chassised Ford GT40 ran a "hot" lap of somewhere above 15 seconds while our Mk. II turned in a fast clocking of 7.1. John Cukras' qualifying attempt was an untouchable 6.21 and he blew his last trial while running obviously faster. The cut-off point for the race was about 6.8, so would anyone like to try and hack it with a concourse car next race? Not us.

THE CUKRAS SLOP

John Cukras (say "Su-cres") has one easily spotted characteristic in his frames. The front axle has about 1/8" of play and "slops" to-and-fro while he jets about the course. I've tried it, and it really

works, although I've yet to really figure out why. It just may be the secret of running well on bad lanes. Incidentally, John's car was about the slowest car in the main as far as speed was concerned, so he is a great driver.

REWINDING OUTDATED?

Ron Mura of San Francisco must really want to shake up the pro rewinders with his newest factory rewind Mabuchis. Armed with powerful Mura Magnum 44's (Indox 3's) and a beefy double wind the new Muras will run high the hairiest rewinds around. We've hooked one up into a SI PAM 7 sports car and found that it can be competitive against the Steube cans! Don Peters of Team BZ has a new "green wired" prototype that's faster yet! If he runs with it in the upcoming pro-get-togethers, he just may be the one to beat. Can't a good non-factory re-winder do as well with the same wind? Probably, but most of us are pretty lazy. However, the tag of \$10.95 for a factory job may speed up some of the would-be hot-shots.

TIRES AND TRACTION

Out west the closed-cell sponge "foamies" continue to rule for all-out tire performance in various colors, differing from track to track. Blue are far and away the most popular color going. Also new in rubber are the economy-line Rikken wheel-tire sets in red, blue (\$.79), and olive (\$.89) in several different sizes. Gaining in favor constantly are the set screw wheels that the MCS team has decided to convert entirely for all out competition racing. We are now using the WelDun (\$1.19) wheels with 5/8" FasTrac blue tires tapered to 1/2" contact. Traction tonics still remain widely varied. I've tried mixing STP 50/50 with Rikken tire bite with good results. Someone out here has some tire goop called Formula V which is so viscous and downright sticky it stopped my 28 dead in its tracks when it ran into the stuff. A lot of tracks have so much goop on them even the stiffest flexing frames can't eat up the turns with any kind of drift; and so straight wintergreen, cleaning solvent and GP Magic Traction give us the desired control to slide a bit in the turns.



How would you like to help start a radio control auto racing association? What we have in mind, right off the bat, is some kind of an organization that won't cost anything. And a money-deal like that ought to bring in a flock of members right away. The only problem, at least for the present, is that while we don't need money, we do need a sense of direction . . . which is a nice way of saying that we're not completely sure what has to be done to get R/C racing started on its way.

But as I said, we're ruling out the idea of spending any m-o-n-e-y. Consequently, any service such a would-be "org" might provide will have to be rather low-keyed. Since members won't have to pay dues, they'll have to get by without club patches, rule books, and all the other associated coin-costing goodies. However, there are a number of activities and services that we could swing . . . and they just happen to be the most important things that need doing.

First of all, such a free-service organization could be a sort of gathering place for information received from manufacturers, local clubs, and individual enthusiasts . . . and idea exchange, for passing along the word. And assuming that some consensus of opinion could gradually be worked out, the association might establish a set of racing rules . . . the usual specifications, i.e. classes of competition, power systems, control systems, and so on. Along the line of developing and furthering competition, we could offer advice, counsel, and publicity to

help set up local rallies (just tell us where you are and what you can run, and we'll try to dig up some action . . . even if it's just two battery cars buzz-clicking their way around a parking lot).

Yet another service the association could handle . . . and this would really be the kicker . . . would be to act as a "voice" for all those interested in R/C cars. Somebody has got to shake up the manufacturers, to wake them up to the reality that we want cars and parts and radio gear . . . particularly some good R/C equipment that's designed specifically for cars (right now all of the gear is made either for flying or boating, and is consequently more expensive than it need be). In effect, somebody (vis. the association) has got to tell it like it is! And since manufacturers understandably are just not convinced very easily by an occasional word from an occasional enthusiast, we have to get to them with some muscle. That's why I think . . . *in fact, know* . . . that we have to get together. Now, if you agree, even if you're not doing anything with R/C right now, let's hear from you. All it's going to cost you is some postage. Write and tell us what you're doing, what you'd like to know, what you'd like to see in the line of cars and equipment and prices. If you're looking for somebody in your locale who's also interested in R/C, tell us where you are.

Jim Bambrick, the MCS Head Honcho, will give us the space we need in each issue of this hallowed mag. He's even agreed to give us an old desk, some chewed up pencils, and a damp corner in his car-kit-cluttered building. And as an added bonus . . . a real touching gesture . . . he says he'll throw in a *free one year subscription* to the creative genius who sends in the best idea for a name for our would-be association (even if you can't stand R/C, here's an easy way to save four dollars!). Over the next couple of issues we'll list the names received and work up a committee to pick a winner.

Each month, as we put together an organization, this column will hopefully evolve into a newsletter packed, not with warmed-over generalities, but with solid info. One thing that needs clearing up, for example, is the proper use of R/C terminol-

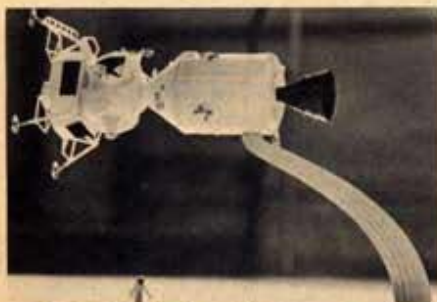
ogy. The way some people, including some manufacturers and some magazines, throw around just the simple phrase "proportional control" can really be misleading; many a beginner (or "tyro") has put out anywhere from \$50 to \$100 for what's claimed to be a "proportionally" controlled car, only to discover that all he's driving is a high-priced toy.

We'll try to open the proverbial window and air out the confusion. There's a lot to be explained and a lot to be talked over. If you think we may have a workable idea here, just say so. And if you want to be counted in as a founding member, just tell us that too. As soon as we can come up with a name for the new group, we'll tell you just what it is you joined. That's the best deal we can offer at this point. It may not be much, but it's a beginning. OK? So somebody out there please write or something. You can get through by sending your words to: "R/C Signals" C/O Model Car Science, 131 Barrington Place, West Los Angeles, California 90049. We'll be reading you "fiver."

Your Heart Fund Fights

HEART ATTACK
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The first Apollo lunar spacecraft may not have yet made it to the Moon and back, but they've got something that looks an awful lot like it down at Revell. The kit is in exact 1/96 scale and includes command module, service module, and lunar module for each phase of the big trip. The kit, of course, comes complete with official NASA markings and display stand. Look for it over the counter at about \$1.50, or write Revell Inc., Dept. MCS, 4223 Glencoe Ave., Venice, California.



Infinitely variable resistance selection . . . from under 5 ohms to 15 ohms . . . is just one of the features that make MRC's new Endura 1200 Varipower Controller more than just a hand controller. Simply adjust the selector to match your car's motor to the track, and you're practically behind the wheel. Inside the MRC Varipower are three

resistors, a circuit breaker, warning light, and a printed circuit board that all spell quality. Priced at \$11.98, from Model Rectifier Corporation, Dept. MCS, 5300 21st Avenue, Brooklyn, N.Y. 11204.



Remember the beautiful '26 Renault 40CV limousine . . . with folding tonneau cover yet!? If not, here's a sharp copy in 1/43 scale. It's a metal miniature for serious collectors, featuring a hinged tonneau cover, bracketed torch lights and a chauffeur's spotlight. The distinctive "squashed-in" Renault hood opens to reveal a precisely scaled motor. Overall length is 5 inches. Retail price: \$7.00. The place to contact: World-Wide Model Car Club, Dept. MCS, 162 Birch Drive, New Hyde Park, New York. They also have a complete catalogue of the world's largest collection of miniatures.



The new BRM H-16 Formula 1, Watson Ford and Chaparral 2-E are the latest speed-n-detail machines in the BZ lineup. Features include Lancer bodies; Wel-dun precision gears; BZ-1000 9-volt motor; micro-cell glued and machine trued tires; 3-prong knockoffs; and completely detailed driver and interior. The BRM H-16 and Watson Ford utilize the ultra-low in-line style chassis, while the Chappy features the Banshee-type chrome-plated steel chassis. And BZ tops all of this off with a written factory guarantee . . . that's an industry first! For more info, write: BZ Industries, Dept. MCS, 1234 Franklin Ave., El Segundo, Calif. 90245.



AMT's Chevy Fleetside pickup goes up on your static shelf in your choice of three ways: stock hauler, show custom, or fully-equipped tow truck. Custom features include mag-type racing wheels, specially restyled grille and spotlights. As a work horse, detail things include: dual rear wheels, lift boom, winch, tow bar, push bar, jack stands, fire extinguisher, tool box with tools, and rooftop red flasher light . . . enough!! For power, it sports a 327 Chevy V-8. For price, it carries a \$2.00 tag.



For speed and detail fans, AMT's '37 Chevy coupe comes literally stacked with optional equipment. Options range from stock to complete body and interior customizing parts . . . special grille, hood, bucket seats, instrument panel, racing shifter, lights, bumpers, exhaust header and full safety-approved racing interior. Standard Six engine ("Stovebolt") is complete in both stock and hopped-up versions with dual carbs, custom exhaust and Offenhauser valve cover. For assembly of a full-race version, there's a 427 Chevy V-8 sporting a GMC 6-71 supercharger, Enderle fuel injection, Schiefer magneto, and finned oil pan and valve covers. Included is a B&M Hydro racing transmission. Retail price for the whole works is \$2.00.



Flat paints are in, for all kinds of detailing reasons! And Pactra has a full line of the no-glare stuff in both 35¢ brush-on jars and 79¢ spray cans with the brand name of Scale Model Flats. There are 24 new colors available in the brush-on version, and eight in the spray. Great not only for detailing planes and military miniatures, but also for scenery, track-side figures, or even as a primer. More info on colors and stores can be had from: Pactra, Inc., Dept. MCS, 6725 Sunset Boulevard, Los Angeles, Calif. 90028.

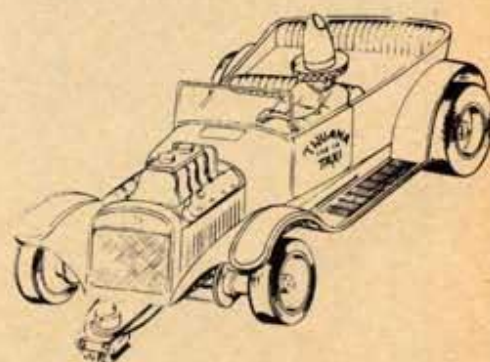


Here are the speed skins that are ruling the Mid-west slot scene... White Circles! They're a soft sponge tire with a long lasting silastic coating. According to word, this combination provides the smoothest possible running and unbelievable traction. The tires are precision ground after being glued on the rims. And you can get them in either 1/24 or 1/32 scale. For stores, prices, and more info, write: White Circle Industries, Dept. MCS, 26080 Ronald, Roseville, Michigan.



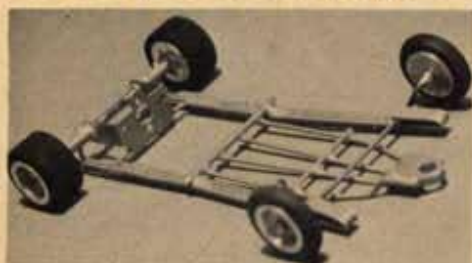
For more speed from your 26-D, lomp on to Simco's hop-up

kit. Kit includes adaptor, brushes and springs. Brush adaptor is made from a high-impact glass and teflon material with a higher melting point than is encountered under even extreme racing conditions. An oil-impregnated bronze bearing to accommodate the shaft of the 26-D is factory installed at Simco. Brushes of high quality American carbon, tolerant of speed sprays and armature lubricants, and springs of high conductivity copper alloy complete the speed kit. Price: \$1.29; from Simco Products, Inc., Dept. MCS, 7611-Y Madison St., Paramount Calif. 90723.



The Tijuana Taxi was bound to happen! And International Engineering did it. The "T.T." simulates a Model T touring car body with an injected V-8 street rod engine and a sombrero-hatted driver. Tech details include adjustable aluminum chassis, swing arm pick-up, brass collar,

DISCOUNTS ♦ DISCOUNTS ♦ DISCOUNTS



NOR CAR 1/16th" Brass Rod Sled Type Frame for sports cars. Includes stainless steel axle, rear wheels and tires (Gray tires, mounted, glued and trued), dropped front axle with front wheels and tires. Chassis comes nickel plated.

Retail \$7.50: YOUR DISCOUNT PRICE \$5.50



MABUCHI 26D Ball Bearing Motor (same type as the Dynamic Mad Hornet or Classic 450). Includes an 8-tooth pinion gear.

Retail \$3.00:

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FREE BONUS Nylon Guide Shoe, set-up, ready to run. A 29¢ value.



HIGHEST QUALITY PRECISION FLANGED BALL BEARINGS. Lets your slot car axles turn higher rpm with less resistance. A must for champions! 1/8" axle hole with a 1/4" O.D.

Retail \$3.00:

YOUR DISCOUNT PRICE \$1.50 pr

FREE BONUS 1-2 3/4" Stainless Steel Axle with flat. A 35¢ value.

INCLUDE 50¢ FOR POSTAGE AND PACKING

BONUS DISCOUNTERS Send 25¢ for complete catalog listing all of our BONUS DISCOUNTS - TODAY!

P.O. Box 2536 Dept. MS, Van Nuys, Calif. 91404

teflon guide, copper braid, oilite bearings, brass axles, mini front wheels and tires, trepanned solid aluminum lightweight wheels, and treadless racing slicks. A Mabuchi 36-D motor puts out the power. Finished in "mellow yellow" and aluminum, the "T.T." comes ready-to-run for \$9.95.



All five versions of the Firebird can be had in just one kit . . . and it's from MPC. You can go with the Firebird or Firebird Sprint, using the Overhead Cam 6 engine, or with the Firebird 326, Firebird HO or Firebird 400. Both the overhead Cam 6 and the 326 engines are included in the kit. And the Six, which is the only Overhead Cam Six in kit version, is completely chrome plated. Also included are the Pontiac hood-mounted tach, roll bar, two exhaust pipes, two steering wheels, clear plastic hood, and the complete Mystery Firebird racing car decal. The kit also offers . . . if you haven't been convinced yet . . . a special custom version designed by Dean Jeffries. Price: \$2.00; from: Model Products Corp., Dept. MCS, 126 Groesbeck Highway, Mount Clemens, Michigan.



Here's a special deal for Chap-
py 2-E fans from the Cox Com-

pany. It's a sharp photo montage (big 20" x 25") of pictures taken of the real car. No detail is left out; it's great for concourse building hints. The montage is printed on heavy stock paper and is ideal for framing or hanging in your hobby room. To get one, send \$1.00 to the L. M. Cox Manufacturing Company, Dept. A-82.0, P.O. Box 476, Santa Ana, California 92702.



Sprayon Jet-Pak Sprayer is a new one-piece plastic orifice that, combined with a can of propellant and a bottle of your custom color, makes a great cheap, clean and efficient paint gun. It can never get out of adjustment, giving a perfect spray pattern every time. The Jet-Pak is self-contained, using no wires or hoses. You just fill the glass jar with any liquid and press the button to spray. Each replaceable aerosol can sprays up to 28 oz. of paint, depending on viscosity, at a steady, constant pressure. For prices and stores, write: Industrial Supply Division, Sprayon Products, Inc., Dept. MCS, 26300 Fargo Ave., Bedford Heights, Ohio 44014.

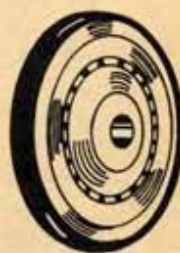


A new illustrated catalog, describing sixty-two authentic camouflage colors used on American, German and Japanese warplanes, is offered by OFFICIAL Products, West Orange, New Jersey, manufacturers of pre-mixed

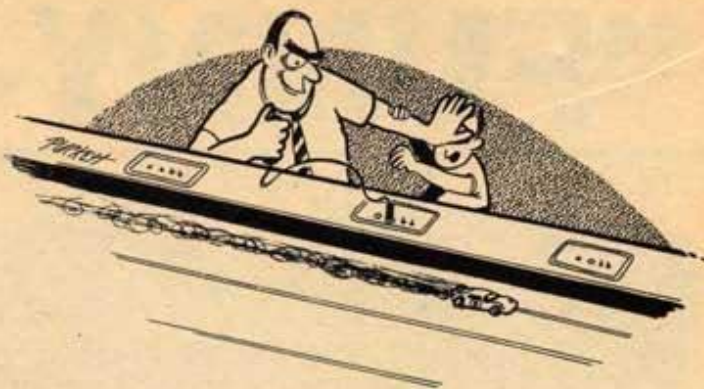
camouflage colors for model airplanes. The information has been assembled after seven years of research by George Whitfield, one of the leading authorities on W.W. II military aircraft. Featured are some of the most unique colorings ever used, including the rare desert pink of "Killer" Kane's Ploesti air-raid B-24s and the exact camouflage of the JU-52 troop carriers that dropped German parachutists on Crete during history's first airborne invasion. The price is 10¢; the place: OFFICIAL Products, Dept. MCS, 9 Helen Avenue, West Orange, New Jersey 07052.



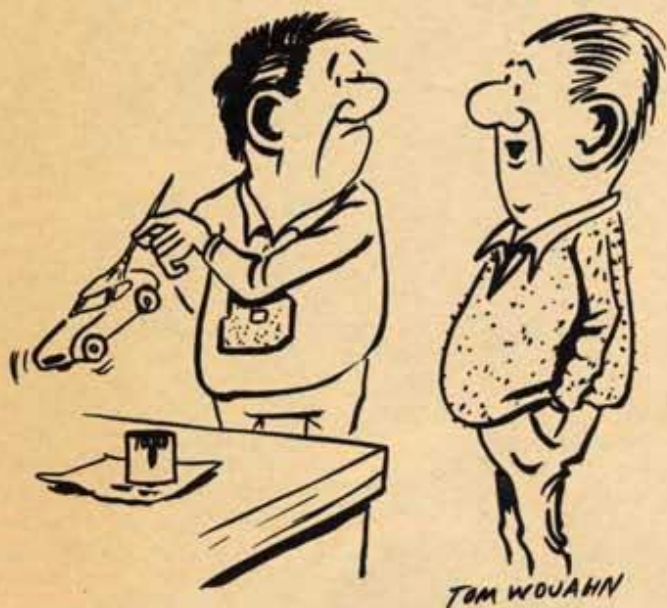
Lindberg's new '31 Bugatti Royale Victoria is a sharp scale version of a car that is literally alone in its field. Only one car was ever made in this exact body style (ala the Norton candy bar!!) and was presented to the Henry Ford Museum in Dearborn, Mich., by Charles A. Chayne. The coachwork was in Cabriolet by Weinberger of Munich, Germany and the original cost was in the vicinity of \$43,000. The kit is molded in two colors with clear plastic windshield, soft rubber tires, scale engine and removable hood. The price: \$3.00; to find it, write: Lindberg Products, Inc., Dept. MCS, 8050 N. Monticello Ave., Skokie, Ill.



Speed skins with ball bearings built-in are the latest thing in faster action with less friction. They're the new No. 230 Front Wheelies and Tires from Buzco. The overall size is 3/4" including tire. Hub is not press fit . . . the bearings are actually built into the wheel. Price is \$1.98 per pair. For stores: Buzco Mfg. Co., Dept. MCS, P.O. Box 5342, Station #1, North Hollywood, Calif. 91605.

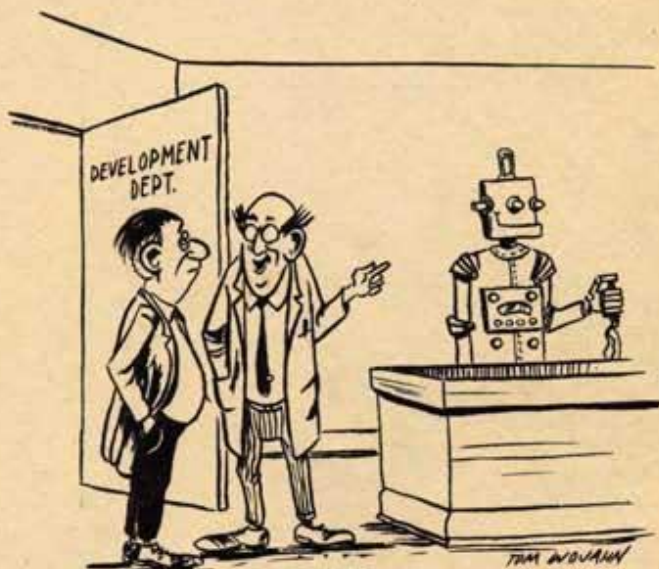


"Now, son, watch how your old man warms up this baby for ya...!"



TOM WOUAHN

"I understand that new paint sets up pretty fast..."



TOM WOUAHN

"It's the most advanced thing in hand controllers..."



TOM WOUAHN

"... Do we have to be this authentic?"

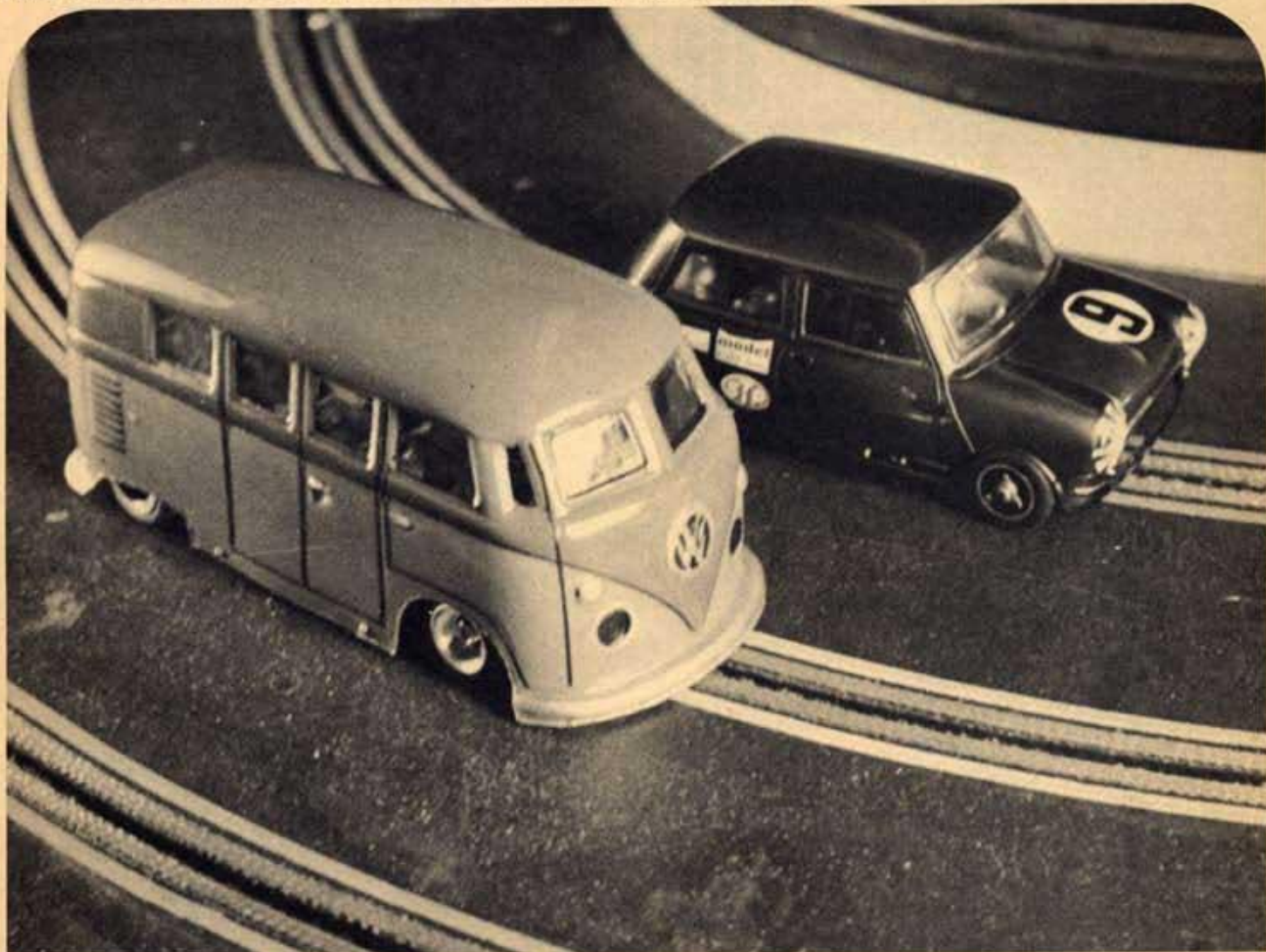


TOM WOUAHN

"Say... aren't you Chuggly Von Flute, the World Slot Racing Champion?!"

"FUNNY-BUS??"

... FOR THE LATEST IN RADICAL RACING MACHINES, TRY THIS VW 'MINI-TERROR.'



Every now and then enough parts clutter up the MCS racing team's workshop to build a totally senseless sports or G.P. machine that just can't quite hack the competition. So, in order to get something a little bit more meaningful out of the spare parts bin, I decided if you can't be fast you might as well be interesting.

The body style was what I started searching for first. I collected several old Bugattis, an Indy Porsche-Porsche, and a Chaparral 2F, but I finally settled on one of those nice top-heavy Volkswagen microbusses. International Engineering, which produces about 50% of slot racing's weird body styles (like Auburn Speedsters), made the world's funniest station wagon in clear plastic form.

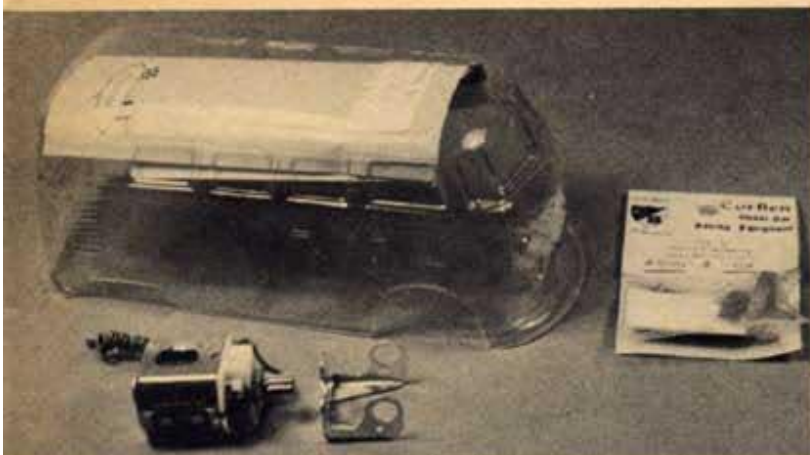
The big bus stands about three times as tall as the average sports roadster, so handling ease was simply discarded as inconceivable. The body was brush painted with the typical two-tone finish using Ulrich paints specially mixed to duplicate the gross shades of green formulated by those clever Ger-

mans. Decals and other frills are a matter of personal taste, but the 1/64" Pro-stripe tape was mandatory for proper accenting of door and contour lines.

The chassis was assembled every bit as professionally as anything to ever leave the shop in any body; made almost entirely of K&S's nickel plated tubing. The frame rails were 1/16" tubes laid out much in the style of most pro cars. The motors tried were narrowed down to the 26D variety, with the final choice the Champion of Chamblee 601. Running gear on the Mini-Bus included CorBen axles and guide, Dynamic's independent ball-bearing front wheels, Fas-Trac blue rears with Rikken 3-pronged knock-offs, and a new Russkit Nylatron gear.

The Funny Bus, never intended for any sort of competition (except perhaps against another), is run only on smooth tracks and has no drop guide arm. The extremely narrow wheel tread both front and rear, along with the top heavy bod do little to help cornering matters; but you should see the heads turn when it flies by!

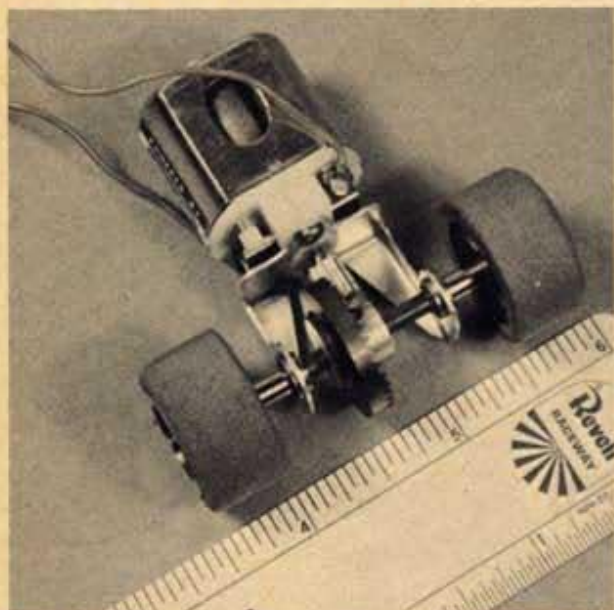
By Chris Chan



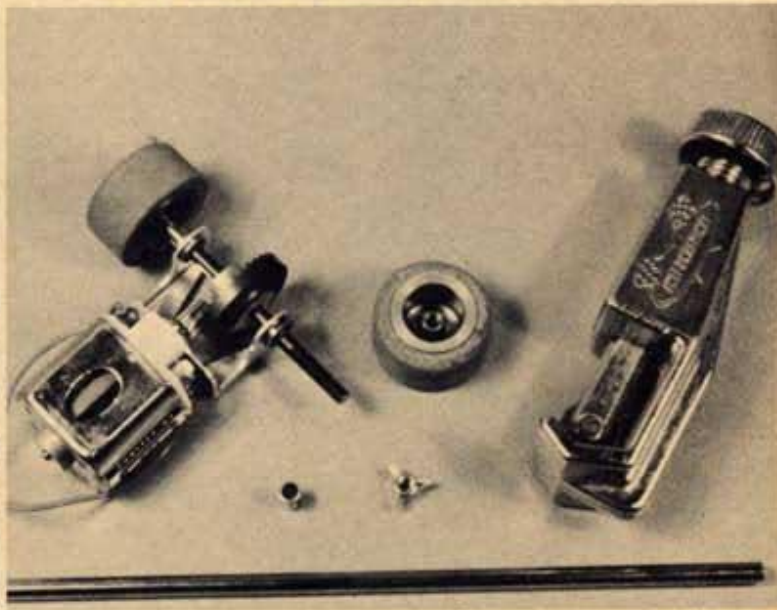
Some basic components for the VW funny bus are the International body, an Associated rear bracket, a Champion 601, and a CorBen pick-up.



The Micro Bus is finished in one of the abominable two tone green finishes one sees on the real thing.

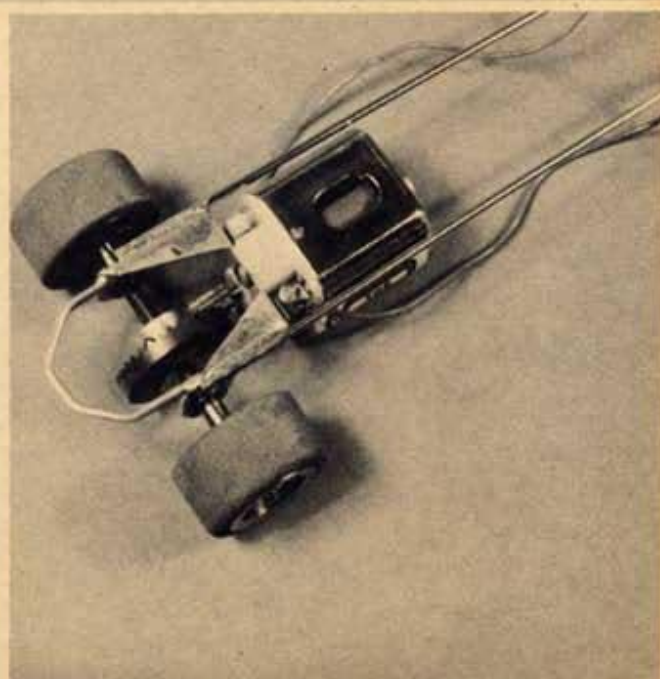


Using K&S tubing spacers, set the narrow rear tread to just under 2-1/2 inches.

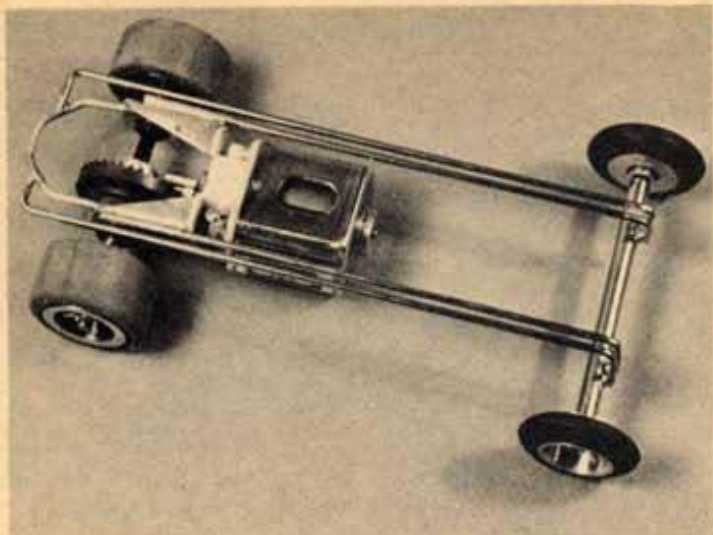


PARTS LIST

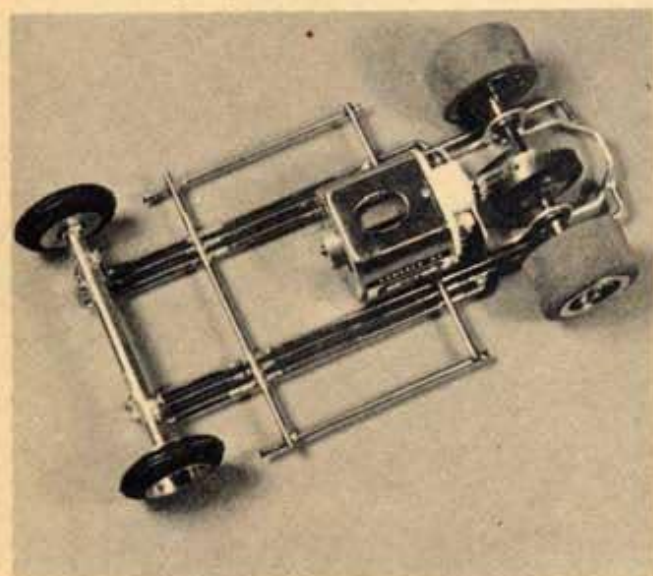
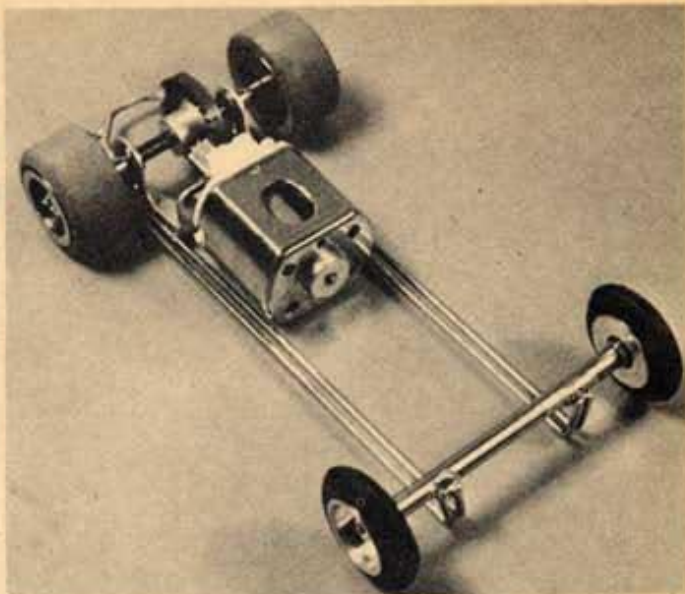
International Engineering Volks Micro Bus 1343T	\$1.25
Associated (Advanced) 26D motor mount for oilites	\$.50
Champion of Chamblee 601 hand-picked 26D	\$3.00
CorBen 1/8" shaft guide flag #900	\$.69
CorBen 2-1/2" Chrome Moly Axles (2) #710	\$.39
Russkit 33 tooth Nylatron gear	\$.50
Dynamic Ball bearing front wheels #678	\$1.98
Fas-Trac 1/2" wide blues on blue anodized rims	\$1.89
Versitec Ball Bearings	\$3.00
or	
1/4" oilites	\$.50
Riggen 3-pronged knock-off set of 5	\$.59
CorBen 2-1/2" Chrome Moly Axles(2) #710	\$.39 ea.



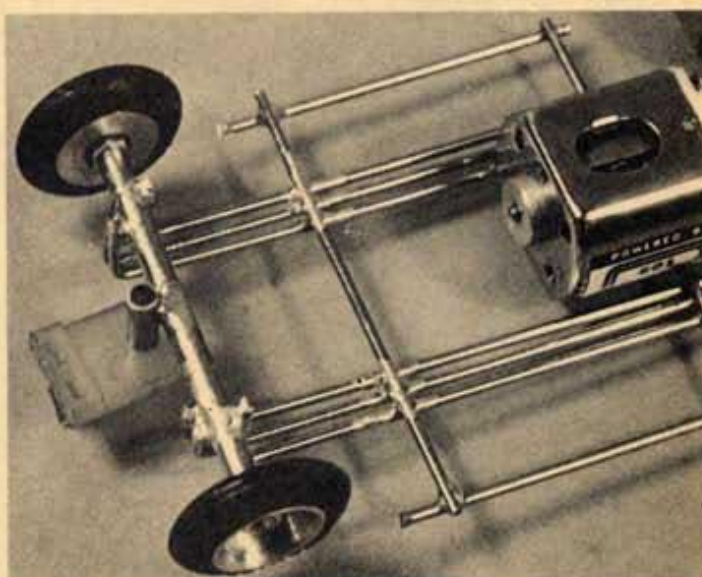
Start your chassis by bracing the bracket and leading two rails forward from the bottom of the bracket.



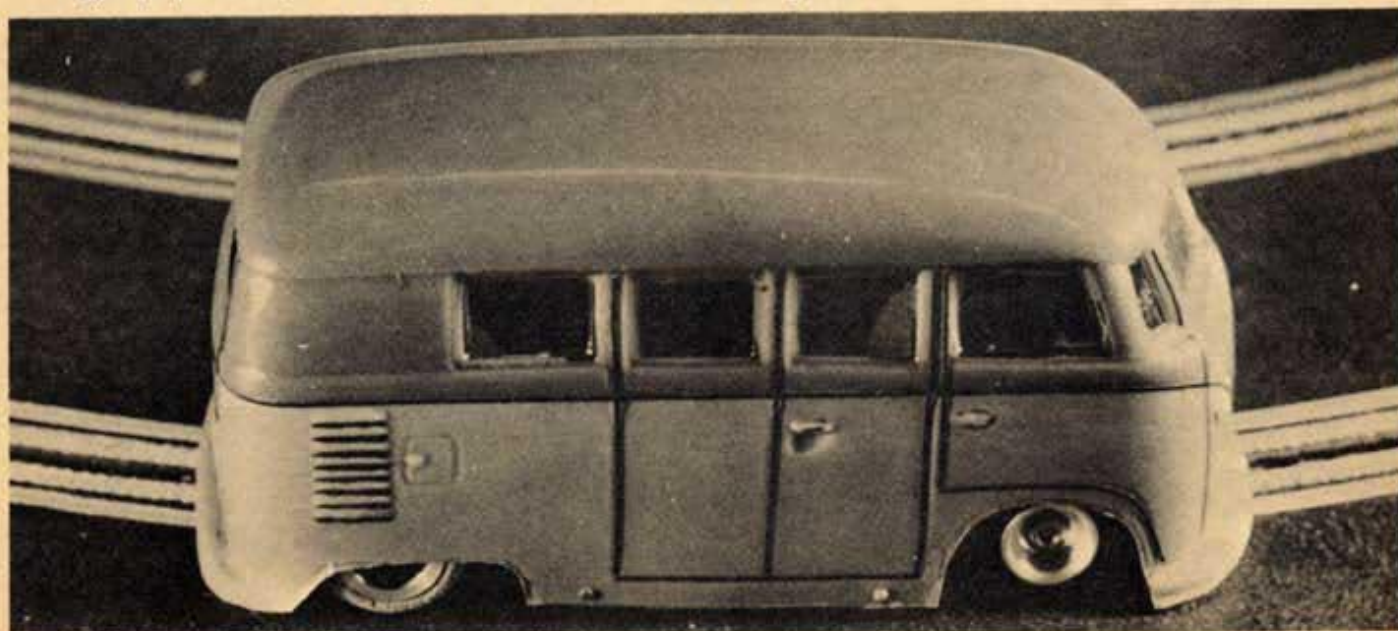
The second rails are soldered like so, and lead up to the axle at a ninety degree angle.



A third rail is attached just outside of the second, while outrigger (or perimeter) rails run way out to the body.



The Drop flag was discarded in favor of a simple tube for the guide.



The MiniBus that roars! It may not be fast in the corners, but boy it can drag!

THE SUPER FAST



FUNNY FISH

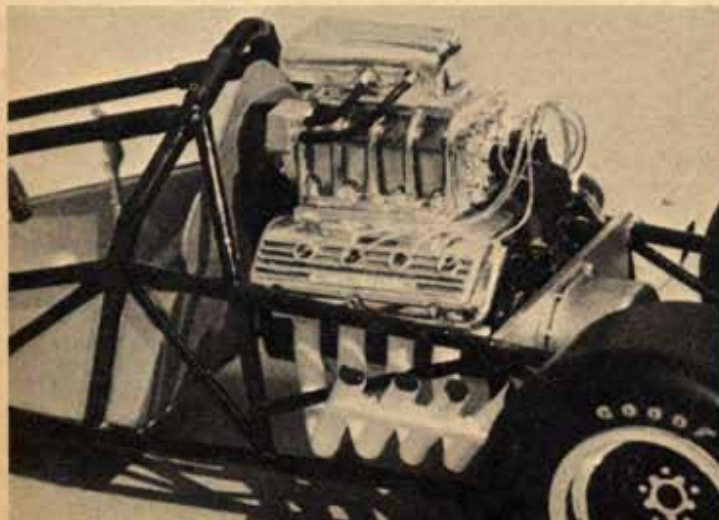
... OR DOING THE DETAILED BIT WITH THE HOT PIRANHA

AMT has got to have the fastest "fish" that ever came out a plastic machine; whether it is a machine that turns out 1/25th scale cars or one that vacuum forms the bodies for the full sized one. If you've seen the real Piranha run at the drags, you'll have to agree that it is one of the WILDEST drag cars ever, and without a doubt, the greatest sports car racer ever to hit the quarter-mile strip of black top. The last I heard the car had turned a 7.87 E.T. at more than 200 mph. Not bad for a big vacuum formed AMT plastic racer.

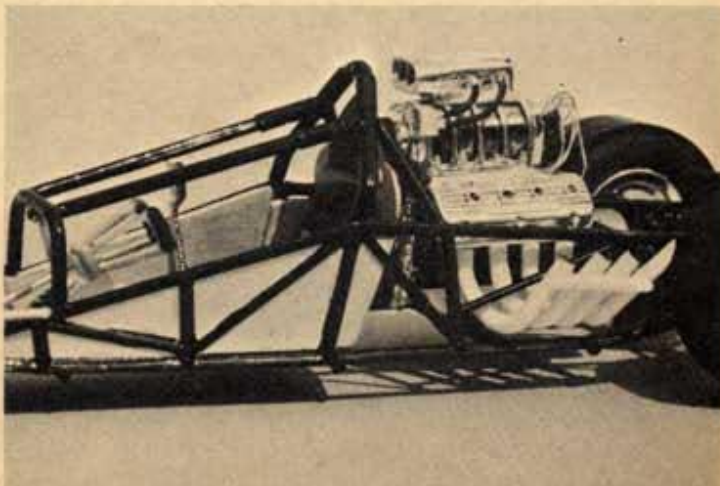
Both the real car and the model are exceptionally good products of the company they represent. The big one looks as if it could really run just sitting still; and the model is one that defies you to put it down until you have it looking just like its big brother.

One of the most unique features of the kit is that it comes with the top half of the body in clear plastic. This allows you to build the car leaving the body clear so as to see all the goodies inside. Or if you prefer, you can paint over the clear plastic to make it like the rest of the body. You can do as I did if you like to see the inside, but want to have an exact replica of the real car. Build one each way and display them together.

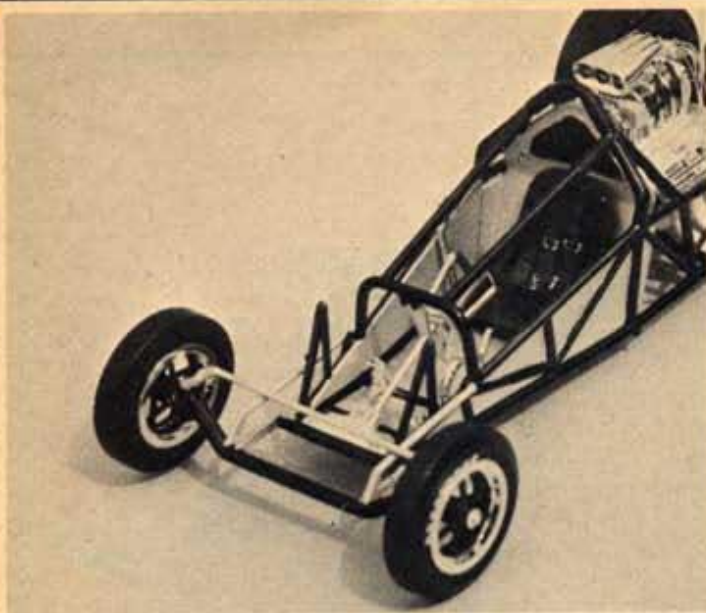
To duplicate the paint job of the real Piranha, I sprayed the clear plastic with flat white. Then I gave the entire body a few light coats of Testors White Pearl. When this was dry, Pactra's Candy Pagan Gold was sprayed over the pearl base. I sprayed one more coat over the lower portion of the body to give the shaded effect like the real car. By Don Emmons



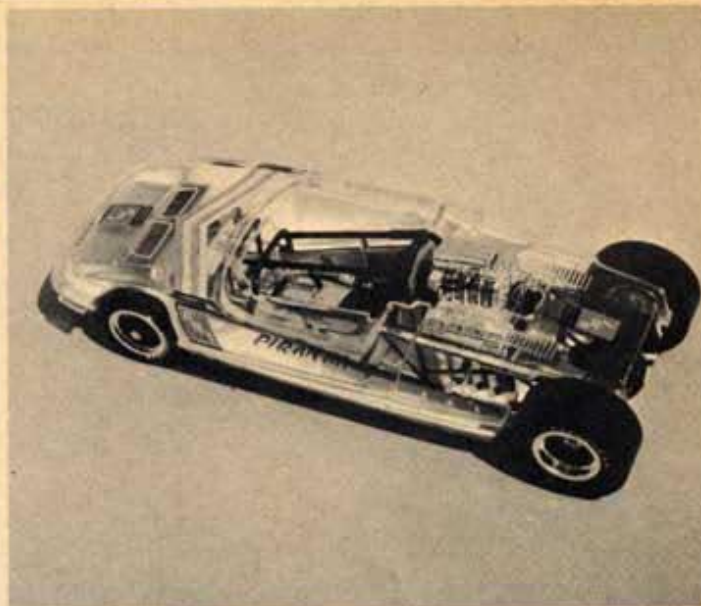
Candy Gold was brushed on the lower area of the finned valve covers and sides of the blower.



Chassis was assembled and sprayed black. Flat sections around drivers compartment was painted flat aluminum color.



Seat and padded areas on roll bar are painted flat black. Shoulder harness is done in flat brown and brackets in silver. Spokes of wheels are flat black, too.



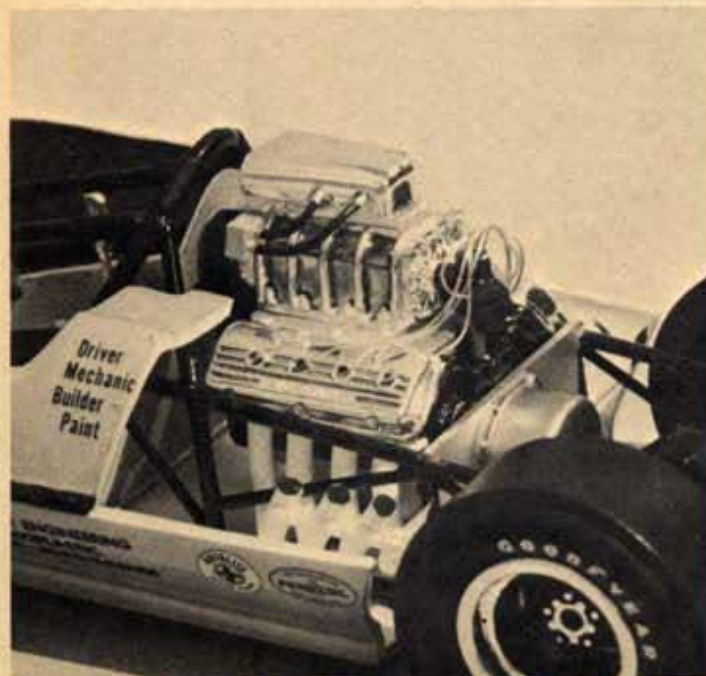
Body sports clear plastic section with most of the decals applied to give illusion of a phantom drawing. Lower section is painted with Candy Gold which closely duplicates the real Piranha.



Here we have both body choices. If the clear body is used, apply the decals to make it look finished.



It's a neat idea to leave the top parts of the body loose to allow them to be removed to examine the chassis.



Fuel lines are flat black with fittings and fuel block aluminum color. Bellhousing is painted plain gold to duplicate the real anodized finish.

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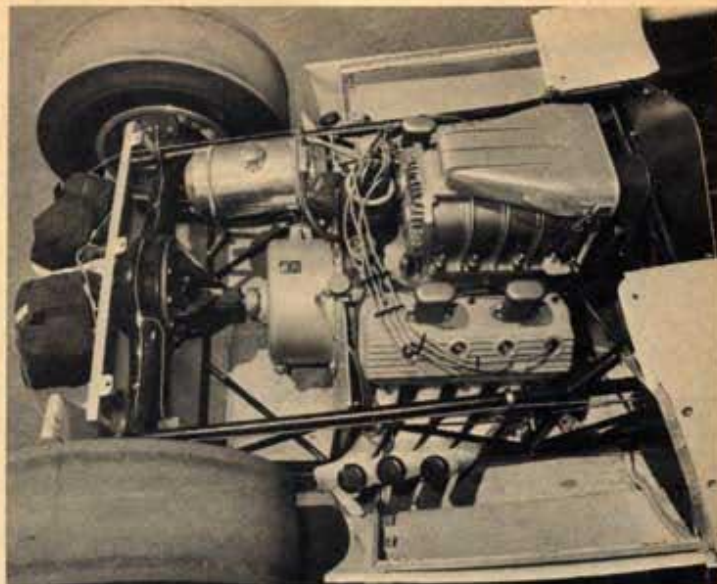
Work carefully when applying decals to place them properly as this detail makes or ruins a model's appearance. Check the real car photos for placement.



Center strip at lower edge of body section should be painted flat black. Decal unit ("Driver, Mechanic, Builder, etc") should be cut between "Driver" and "Connie Swingle," so it can be placed on separate body panels.



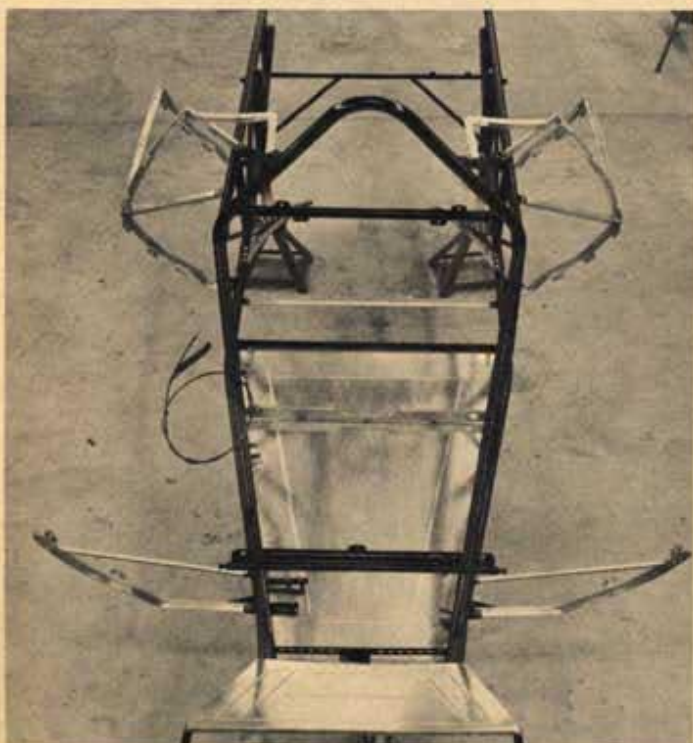
Flat black was painted on interior body panels. This can be brushed on, but do so neatly.



We have included some real car photos that will be helpful in "detail" information you need to do a good job on super detailing this very fine model. Engine wiring can be seen very well and all the many fuel lines and electrical wiring are plainly visible, along with brake lines to rear units.



Photos of the real thing by Wayne Thoms



Bare chassis shows quite clearly the aluminum sheet panels that should be painted flat aluminum on the model chassis.



MCS: MODEL OF THE MONTH CONTEST



TOP MACHINE . . . and taker of this month's \$25 Savings Bond came from Keith Schafer, 122 Orchard Drive, Buffalo, N.Y., 14223. Under the body of his '66 Merc Funny-Comet rides a scratched brass rod chassis on Revell tires and rims. The full-wired Hemi sports handmade injectors of aluminum tubing. Wheelie castors protect the tail end.

The AMT Comet body is mostly stock; however, front wells were radiused and gears moved forward 3/4 inch. Headlights were puttied in; bumpers and grille were done in flat aluminum for a fiberglass look.





The "MOD BOD" is a 'Vette powered Camaro from Dave Henry, of Concord, Calif. Up front it rides on AMT Willys tires with 'Maro wheels; rear slicks were made from two sets of AMTs. Traction bars were scratched from spare parts. Shackles were made from hood louvers of MPC's '33 Chevy panel truck.

From Paul Lasak, of Schenectady, New York, came this mostly-stock-but-sharp Drag Hoss. His '67 Mustang rides on front suspension taken from AMT's '67 Falcon; power is a Ford 427 SOHC mill; finish is Pactra candy Parisian green and Pactra yellow; interior is black and silver.





Want a wild "Backup Pickup"? Mark Scruggs, of Dallas, Texas, made this one from IMC's Little Red Wagon. Frame was reversed; front (rear?) wells radiused; opening in bed recut to fit a wired Hemi; and the driver's compartment reworked. The Weird Wheelie machine was finished in AMT Lemon Lime metalflake.



Bill Anderson, of Houston, Texas, did up this double Olds powered '66 Corvair. His asphalter also sports two transmissions, two drive shafts, and two rear ends . . . that's what the man said! Finish is transparent green, with interior done in flat black.



This '67 Funny Falcon from Rik Turner, of Northfield, Vt., rides on a stock AMT axle and a scratched frame; blower and scoop are Revell's. Body has been filled in with putty. Finish is ruby red; grille and bumpers are done in flat silver to simulate fiberglass.



This '40 Ford-times-two came from Gary Richardson, of Detroit, Mich. The coupe was finished in candy purple; mill is a Revell Pontiac 421; rear suspension is from AMT's Ala Kart. Sedan uses Buick power, blown and injected; finish is metallic turquoise. Thin fan is done in dry bone white.



Jim Baurensmith, of Mundelein, Ill., powers his Gangbuster drag-panel with a '39 Mercedes-Benz straight eight mill, fed-direct drive-into a '48 Ford rear end. Body custom work includes chopped top, side windows cut in, Ford hood added, and wild pipes lifted from an unknown kit via the junk box.



don emmons' DETAIL FOR REAL



"MOD, FOG, WEB, AND FLAME . . . WILD IDEAS FOR ULTIMATE EXTERIORS"

Just look what you can do with a spray can and a brush! On these few pages you will see a very small sample of some of the wild things you can do when it comes to painting that uncustom machine of yours. You do not need an expensive airbrush or other commercial artist equipment to turn out a finely painted model. One purpose of this article is to show you how a really good paint job can be applied without an awful lot of skill, or a heap of coin.

With just a small brush, a bit of paint, and a bit of imagination you can create any number of wild effects. I do recommend that you practice before trying a new technique on a model you have spent much time on. Granted, these types of paint jobs are more time consuming, but the satisfaction gained from completing one of the wild jobs

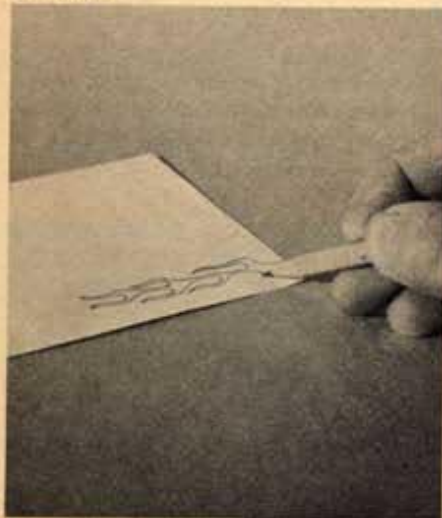
more than outweighs the time spent.

Flame jobs are making a big come-back and cobwebbing is just the thing. A fog paint job is the easiest one shown here and gives good results with a minimum of work. Now that leaf job is something else again!

The Monkeemobile by MPC defies a normal everyday exterior finish so I started experimenting and came up with the leaf pattern. At first I was not certain just how it would look as an overall design, but now feel it is the wildest paint job I have ever done.

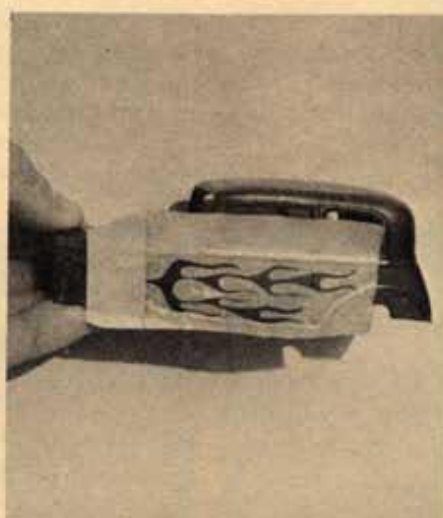
Follow the procedures shown for these few samples. Then let your imagination run amok and do some original work. There is a never ending amount of designs that you can come up with.

FLAMES:

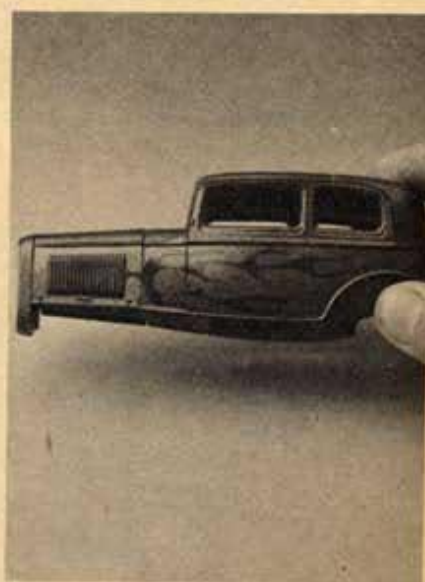


Lay out the "flame" pattern on paper first and then trace it onto a piece of wide masking tape. Then place tape on a piece of glass and cut out flames with a sharp X-Acto knife.

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When paint on body is completely dry, place tape pattern on side of body. Other strips of tape will help prevent overspray. Also spray the paint in light coats.



When two pieces of the body are to be painted, make sure they are well taped together so color and lines will match.

LEAF PAINT JOB:



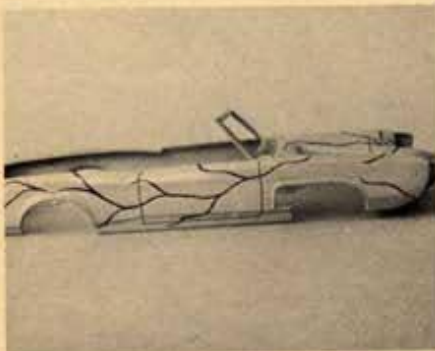
Here we have the finished product all ready to go. The basic procedure for flame jobs can be used on most bodies.



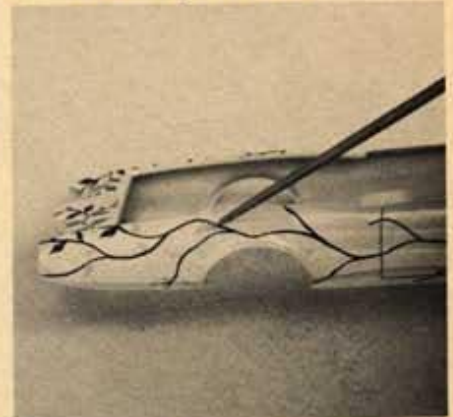
This wild Mustang's flames are applied in the reverse manner. Front part of body was painted orange and allowed to dry, then taped off and the rest of the body was sprayed yellow.



Body was painted bright yellow. The stem was done with Testors #40 Brown; (or use Pactra brown). Make the stem very thin and as uniform as possible.



Leaves were done in two shades of green; Pactra Leaf Green and Chartreuse. First outline the leaf and fill in the center. Repeat same on both large and small leaves.

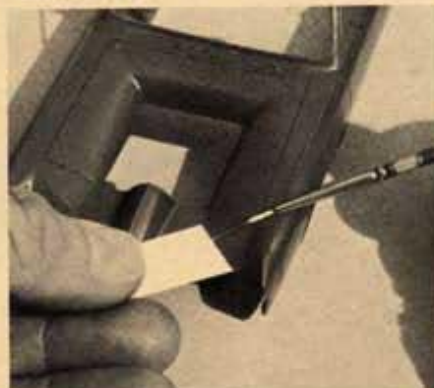


It is best to paint a group of leaves one color on entire section of the body. Then fill in the rest of the space with the other color.



Paint job is finished along with interior and top. The top was sprayed with Pactra's Diamond Flake Gold Mist over white. Paint job is way-out and gives good finished results. This type of paint job is not the most popular trend but is showing up more all the time.

WEBBING:



Paint the body the base color of your choice and use a contrasting color for the cob webbing. Place a small amount of paint on a piece of plastic and when it starts to set up, string it onto the body.

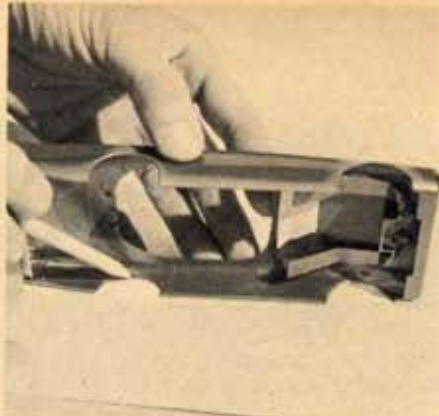


After the entire body is webbed spray on a coat of clear to protect the paint job.

FOGGING:



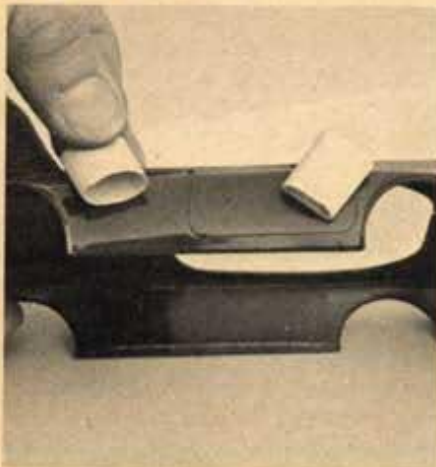
The webbing makes for a real radical paint job; but you have to be careful if you don't want something weird and sloppy in the way of an exterior finish.



Hold body of car to be fogged and mark around edge of body. Hold body steady so it does not move.



Pencil in line about 1/4th inch above original line. Be sure to round corners of wheel wells. Use scissors to cut out on new line.



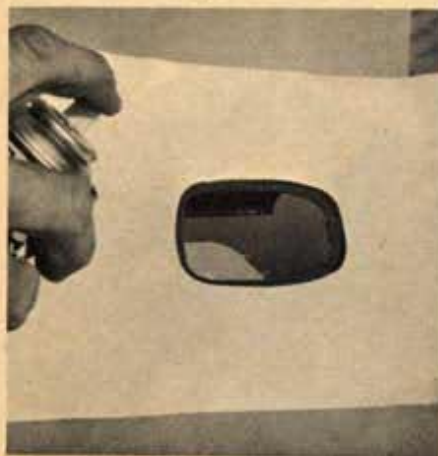
Roll up pieces of masking tape with sticky side out. Place rolls on side of body to hold paper about 1/4 inch away from body.



Be careful when spraying so that spray does not fog too far under paper pattern.



Mark around top exactly as you did around lower edges of body. Cut out 1/4 inch larger than top.



Stick same rolls of tape around top of body and place paper pattern on them. Now spray straight down onto the body.



Model is red and fogged in white Pearl. The procedure explained above produces an excellent fogged effect by allowing the paint to over-spray under the edge of the paper.



Monogram's all-time winning "Black Widow" was first released like a lifetime ago in April of 1960. And modeling as we know it today was still in the "early" stages. Detail, for example, in the early sixties was good, but not like it is now. When Monogram released their "BW" model "T" pickup, the detail for then was excellent; but it can't quite compare with the models they produce today. Should we forget the Black Widow then? Hardly, because by combining

Whatever you call this street rod, it's one mixed-up Monogram classic.

the excellently detailed body with the chassis, fenders, and engine from Monogram's great "Little Deuce," you can have an old model with a stack of the latest detail.

This type of hot rod is not new, as you older modelers will remember, but I think it still looks good. So if you dig the old school of customizing, give it a try. I'm sure you will be pleased with the results.

I went one step farther with my model and opened the doors. This should no be attempted unless you have the right tools; a razor saw and a jewelers saw or Auto Cutter, and a little experi-

ence along this line. However, if you are looking for experience, this is a good place to start, as most doors are much harder to hinge. But still be prepared to do some work. The hinging is up to you, as there have been enough articles on this subject. I made the hinges on my model by wrapping one piece of wire around another. Use a system you are familiar with.

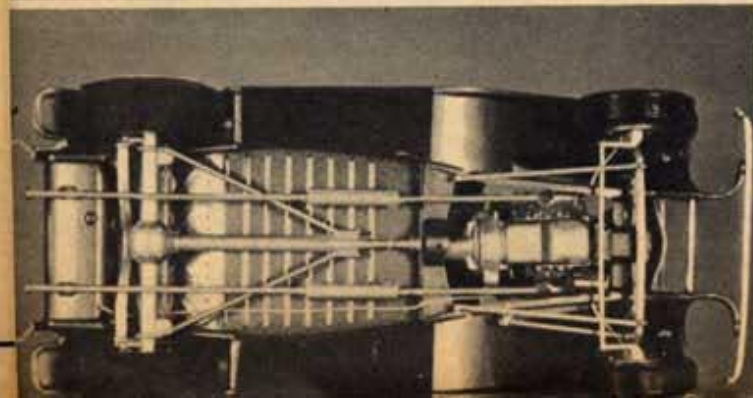
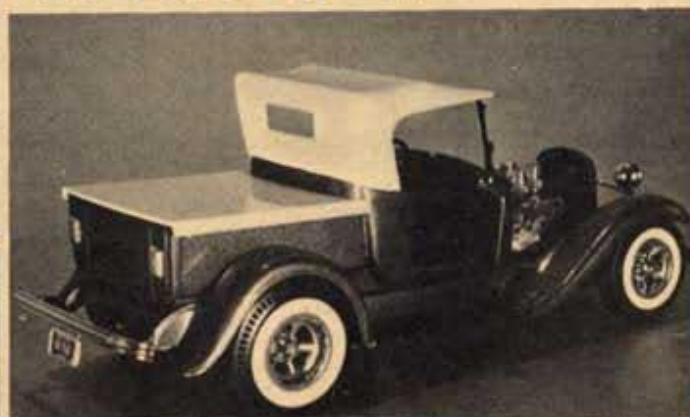
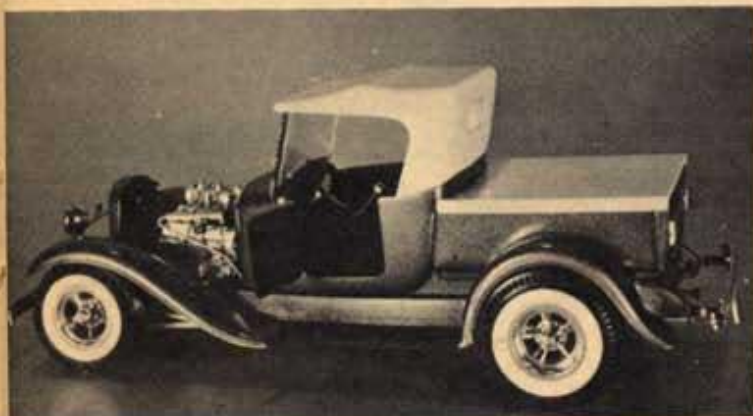
The only materials needed are Monogram's Little Deuce (PC 132) and the Black Widow (PC 60). Both come across the counter for \$1.50. And that's not too high a price for an original "Black-Deuce-Little-Widow".

By Dennis Doty

IT'S THE "BLACK DEUCE"

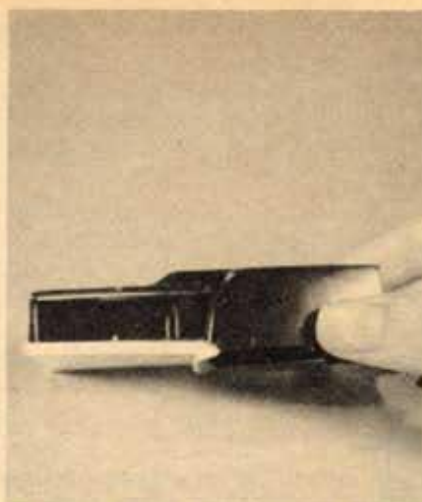


... OR MAYBE THE "LITTLE WIDOW"

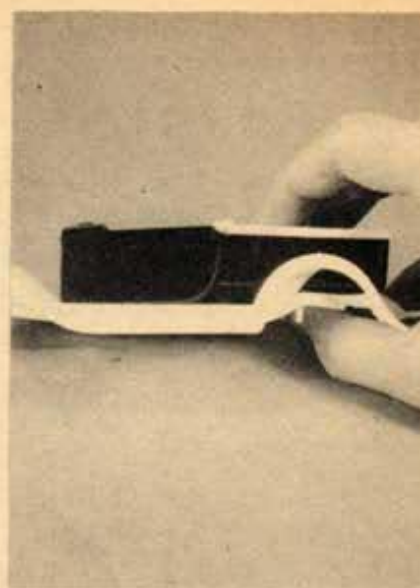




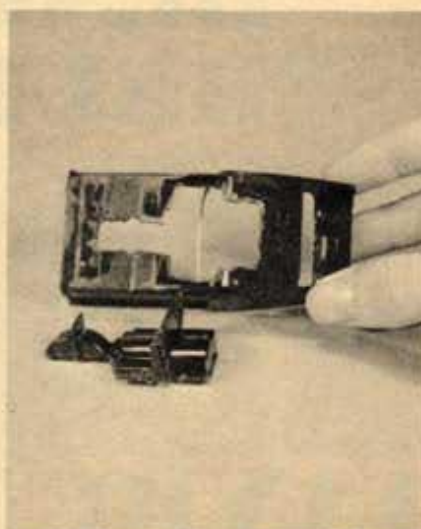
Start by marking location of stock Monogram Little Deuce body on fender assembly. This mark will be used to line up the new body.



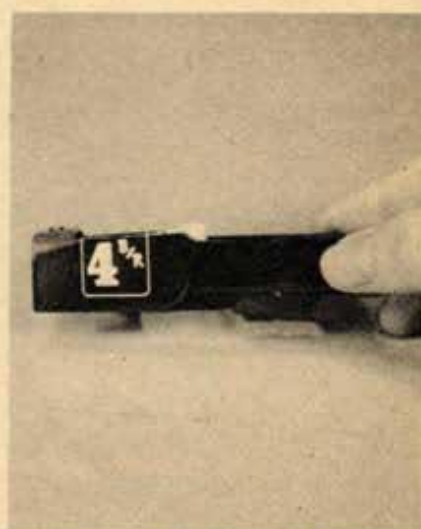
To get the body to sit level on the fender assembly, the entire apron from the front of the rear fenders will have to be cut off, as shown.



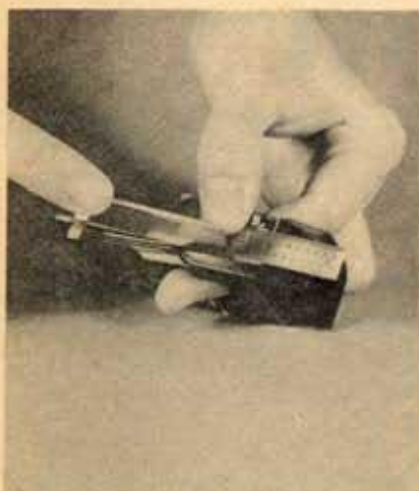
Part of the hump on the fender assembly may have to be trimmed to get the body to sit exactly level.



Remove all the plastic that holds the motor and gears in place with an Auto Cutter as shown.



If you plan to cut out the doors, install the door decal. The positioning is not stock.



Use a razor saw to make all straight cuts. A metal ruler may be used to aid in making the cuts.



Make the curved cuts with a jewelers saw or an Auto Cutter.



I find a wire Crammack hinge works best on this type of car. Use which ever you prefer.



File notches in the body for the hinges to fit in.



Epoxy hinges in place; watch where it goes! Tape door in position until epoxy has cured. After it has set, putty smooth.



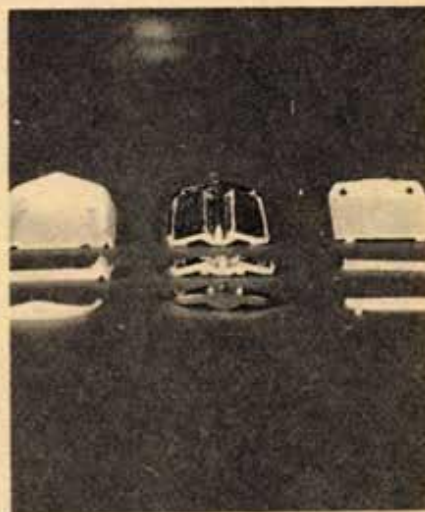
Use the template supplied to make a firewall to fit below the chromed one.



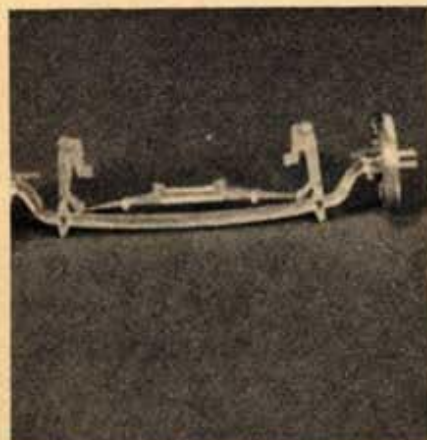
Cut the back part of the body from the seat assembly and glue.



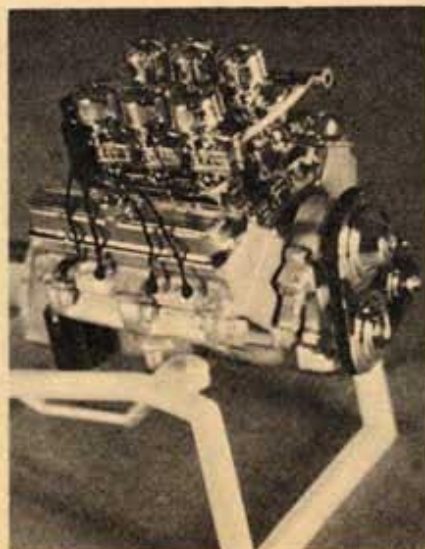
Use a piece of balsa to fill the gap between the seat and floorboard.



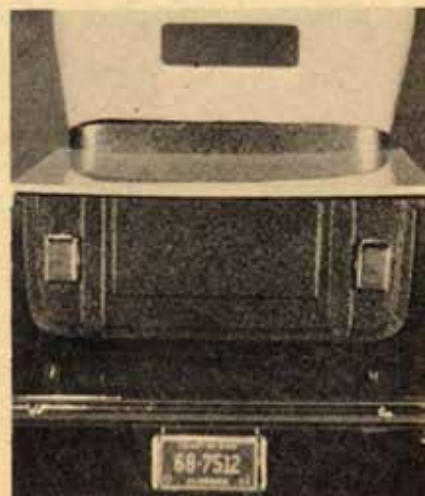
Section Little Deuce grill and radiator shell $\frac{1}{8}$ ".



The front end can be lowered a little more by cutting mounting tabs on shocks off, cutting a notch in the springs, and trimming down notches on top of the springs.



After the engine has been wired, it can be installed in the model.



Paint the tail lights, then install them on the pick-up bed. Finish the model according to the instructions.

THE SCALE WAILER

A HOT-N-DETAILED SCREAMER FOR BOTH SPEED AND CONCOURSE.

Here's a beautiful semi-scale screamer that can set the track on fire, and look good doing it! By "semi-scale," we mean it looks a heck of a lot more like a car, than a thingie, yet it lacks sidewall detailing on the rear tires, which eliminates it from the shelf model category, and puts it in the racing car class. Wheelbase and tread are pretty close to dead-on, however, placing it more in the "scaler" class, than the "thingie" class!

This car simply takes advantage of the rather common club ruling that the tread can be spread as far as possible, inside the body shell, as long as they don't protrude outside the body. If you intend to race it in a club that uses exact scale measurements, you may have to shorten the dimensions a trifle. At any rate, you'll end up with a "scale wailer" that's beautiful and

fast. Check the parts list, and substitute what you wish, as long as you remain with the basic concept.

By all means, silver solder the chassis, for more strength. Clean each junction point with first steel wool or sandpaper, then flux, before you solder. Heat the work with the iron, and let the solder flow into the joint on its own. Never touch the iron with solder. A properly finished joint should have a bright, shiny look to it. If it's dull, it's probably a "cold joint", which means one, which was made without the material having been brought up to the proper temperature before the solder was applied. After the solder melts and flows into the joint, hold the iron there just a second longer, then remove it. Don't blow on the joint — you'll fracture it. You can file the joints smooth for a hand-

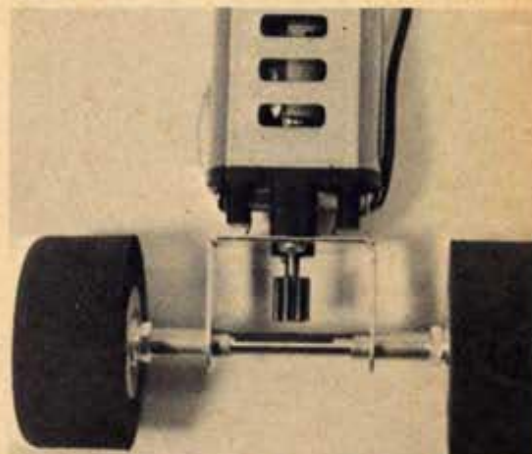
some appearance, after it cools.

This car uses proper wheel inserts too, which are seldom seen on thingies. The small wheels and tires weren't used, because this car was meant to race with other scalers, not the outlaws. There is a definite movement afoot in the raceways (at least the progressive ones) to provide two separate classes. The outlaws will race in one class, the scalers, the other. This is as it should be, and should eliminate the constant arguments between the "scale" and "thingie" factions. Live and let live.

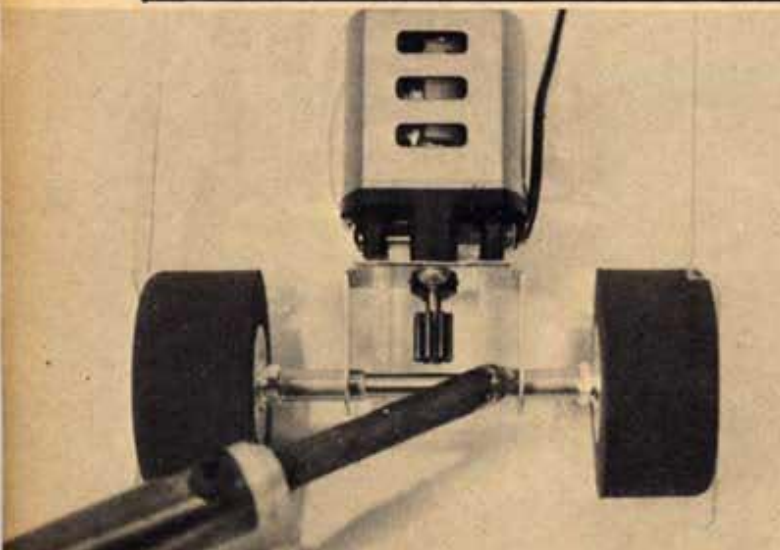
The chassis is very similar to the Russkit chassis, yet modified a bit with a wire front end. A great deal of power can be extracted from any of the can-type motors, so you can go the route when you finish building the chassis.

PARTS LIST

1 pr. Riggen #852-8, 5/8" wide, 1" diameter wheels (polished) with Super Sponge tires.	\$ 1.49
1 each Riggen drop axle, #3000	.10
4 each Simco flanged tube ends (for wheel stops)	.29
1 pr. Simco axle reducers, #716	1.10
1 pr. #721 Russkit 5-40 front wheels & #756 tires	\$ 1.40
1 each Russkit Lola T-70 body kit, #607	3.00
1 each Russkit "27" motor	.40
1 each Russkit bracket, #792	.39
1 each BuzCo axle, 2-1/4" long, 5-40 threaded	.55
1 each Versitec 29 tooth crown	.25
1 piece K&S 5/32" O.D. brass tubing	.25
1 piece K&S 3/32" O.D. brass tubing	.40
4 pieces K&S 1/16" O.D. brass rod @ 10¢ each	.15
1 piece K&S 1/16" O.D. brass tubing	.20
1 pr. Cox flange nuts, #3285 @ 10¢ each	.49
1 Dynamic 1/8" shank quick-change guide shoe, #659	
Total	\$10.46

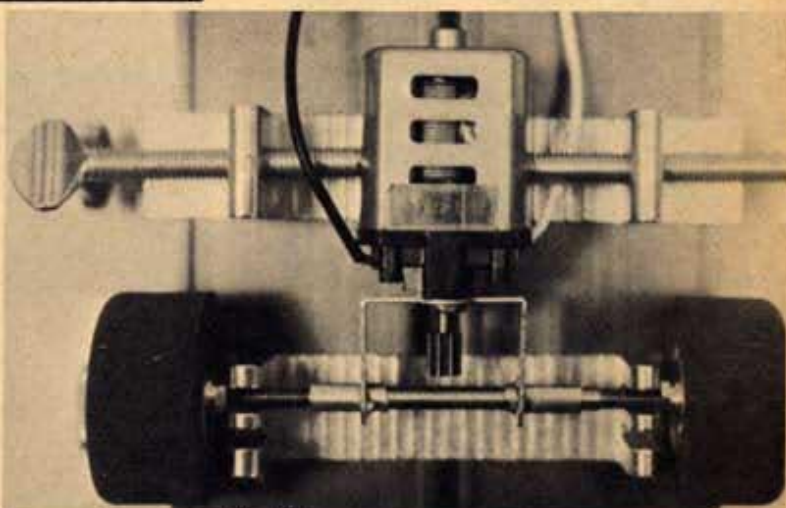


Attach the bracket to the motor. Cut two pieces of 3/8" long, 5/32" O.D. tubing, and slip one in each axle hole. Insert the rear axle. Install jam nuts and Riggen wheels.

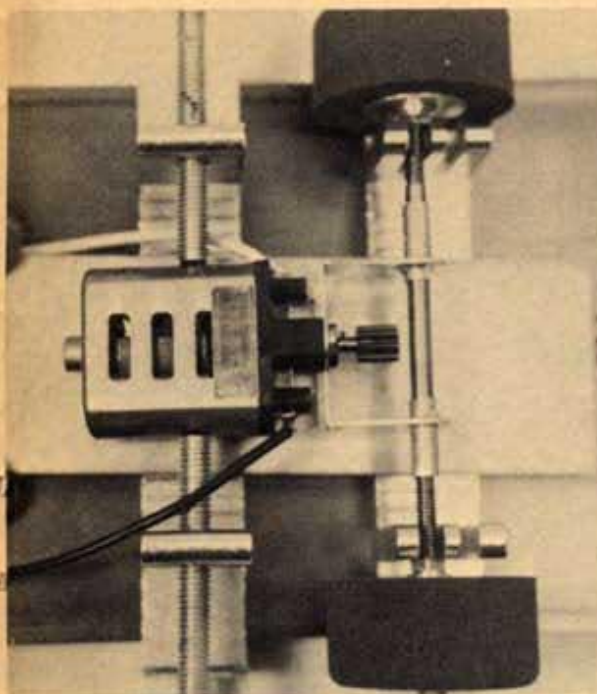


Set this assembly in the shell. Adjust wheels to full width of body, and lock jam nuts. Push tubing against the jam nuts, and solder as shown here. Axle keeps things in alignment.

34 / model car science



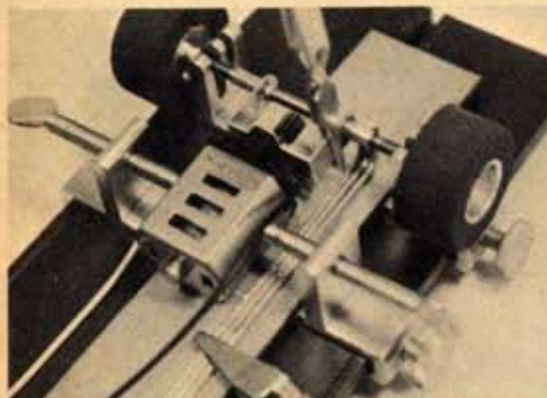
Remove the axle, and install, temporarily, a 3 inch. The Adjust-O-Jig won't take shorter ones. Lock this assembly in the jig, as shown here. Be sure the motor's armature shaft is over the jig centerline, and lock with the clamps.



Slide a 1/16" thick strip under the motor. This will allow you to maintain the proper road clearance, while you build.



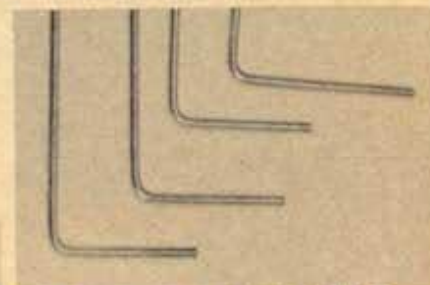
Use Loctite on the reducer threads, and install them in the front wheels. Use washers on each side of wheel, and install the drop axle temporarily. Set this assembly in the body shell. Adjust for proper tread, then solder.



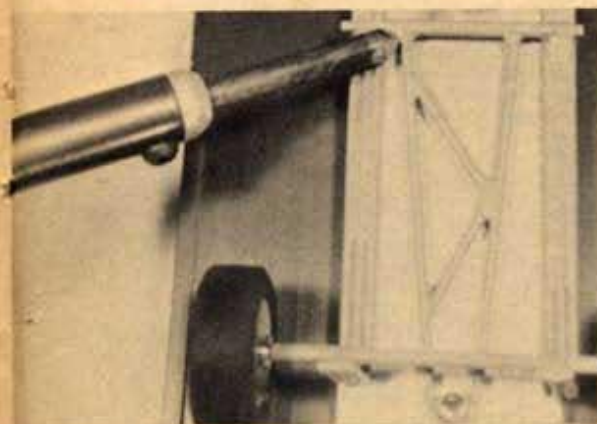
Clamp to the base of the clearance block beneath the motor, as shown.



Form right angles in the 1/16" O.D. rod, by bending it around a 1/8" axle, to get smooth bends.

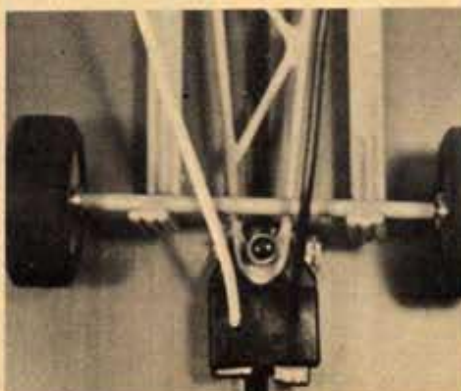


Form a piece of 1/16" O.D. rod around a 1/4" long piece of upright, 5/32" O.D. tubing. Solder.

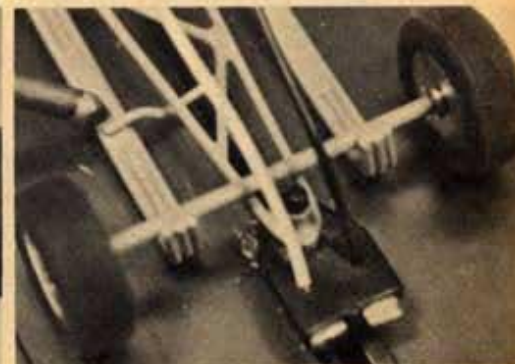


Solder the two ends of the rod to the crosspiece, as shown. Form and solder braces, from 1/16" O.D. rod.

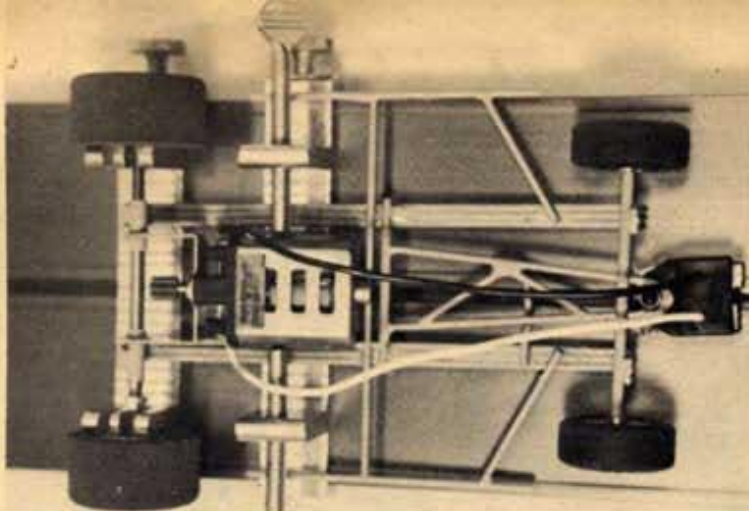
Cut a piece of 3/32" O.D. tubing to fit between the two inner frame rods. Cut a piece of 1/16" O.D. tubing and insert it into the 3/32" tubing. Solder the 1/16" tubing to the frame rails.



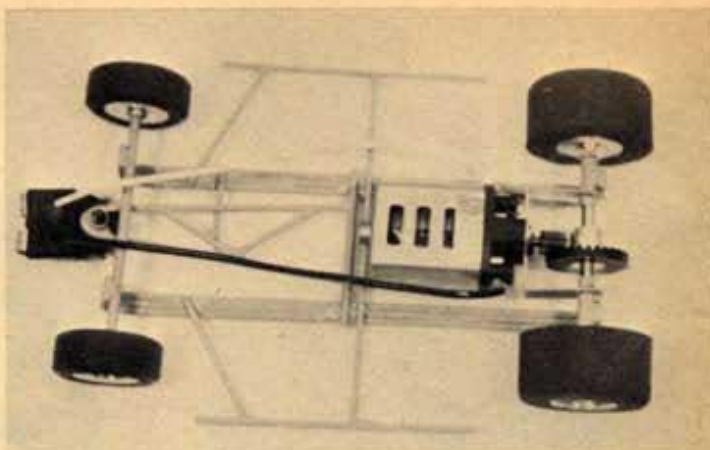
Install guide shoe in the upright. Bend the drop arm so the shoe sits parallel to the bottom of the slot.



Solder a piece of 1/16" O.D. rod, as shown, to act as a limiting stop for the drop arm. Keeps it from flopping around.



Solder 1/16" O.D. rod, crosspieces to the chassis, equal in length to the inside width of the body. Solder longitudinal 1/16" O.D. rods to these, as you see here.



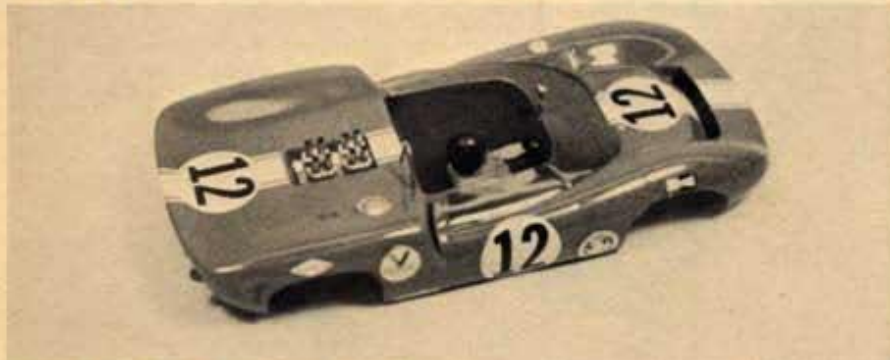
Remove the chassis from the jig, and install the regular rear axle, and gear. Make all final clearance adjustments. Set it aside for now.



Open up the vents in the body with an X-Acto knife. Trim the windshield and cockpit openings, and the wheelwells, to a perfect fit. Scour the body (not the windshield!) with kitchen cleanser, rinse and dry.



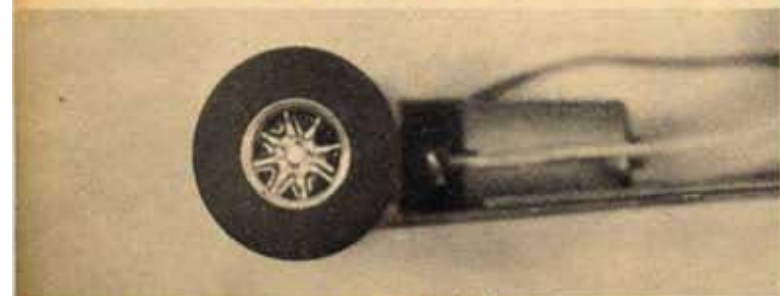
Paint the details with a small brush, on the inside. You can place the decals on the inside, or outside. I prefer them outside. Paint the basic body color with a sable brush.



Install decals, after trimming around them as close as possible. Glue the chrome bodywork to the shell, using Pliobond on the inside of the shell, where possible. It makes a more flexible joint, which will keep the pieces on during a roll-over.



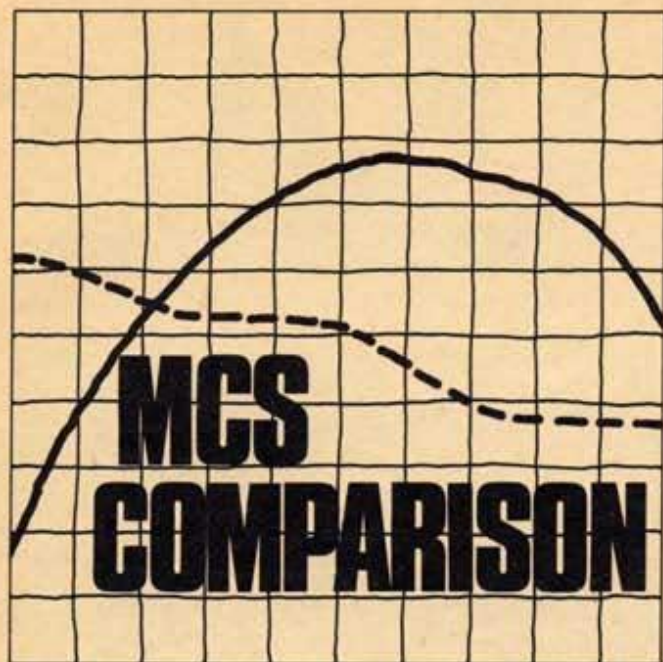
Make and glue the body mounting blocks to the bottom edge of the shell. When dry, the body can be mounted to the chassis by slightly spreading the sides, and setting it over the longitudinal rods on the frame, then letting the body snap back to its original shape.



Trim the wheel inserts to fit the inside diameter of the wheels, and glue in place, after painting flat aluminum, and the interior of the wheel flat black. Looks sharp!



The finished car looks great, handles, and goes! Obviously that stock powerplant isn't going to turn the trick, so you can go the route rewinding, just like you could on a "thingie." Give this beauty a try, you'll love it!



MOTOR MATCH

PART TWO

TRACK-TESTING THE LATEST AND HOTTEST FACTORY HAULERS.

By Chris Chan

With more and more slot racers clamoring for an even faster over-the-counter motor, the factory rewind is becoming the rage. And the number of factory "prewound-rewinds" is growing each week practically. So it's about time we took a close look at these high bred haulers . . . which just happens to be the subject of this issue's tech-test. Actually, we've divided our test report into two sections; the second of which will come in next month's look at the scale world. For this month, we've limited ourselves to just four motors . . . specifically, the Meyer Super Hemi, Classic 160-1, Dynamic Green Hornet II, and the Mura Magnum 44 (this grouping is based on similarity of motor size, weight, and wind.)

Two of the motors, the Dynamic and the Classic, are available nationally and house more conservative winds to suit as many tracks as possible. In contrast, the Mura and Meyer motors are designed primarily for West Coast action and are consequently a bit more radical than the other two (they're also rather hard to find East of the "border," except through some mail order firms like Western Hobbies).

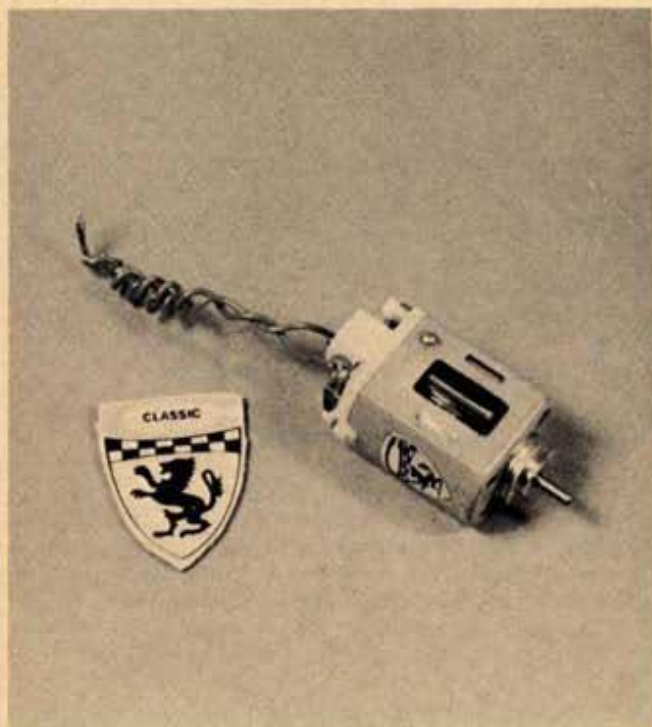
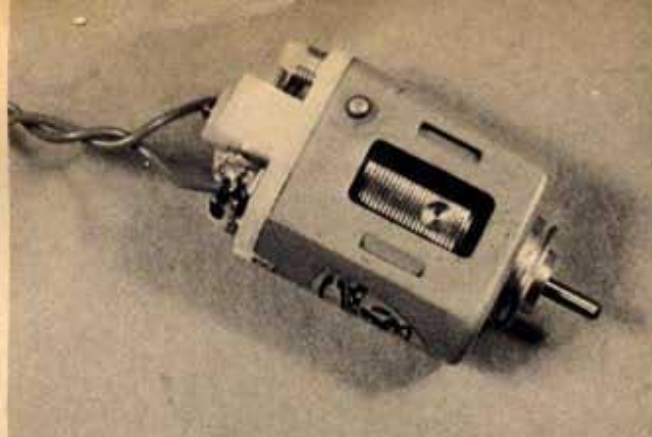
As should be expected, the factory-rewound jobs are a step or two behind the custom re-

winds that are built individually for a specific track and power situation; but on the whole, they're much more competitive on the general racing scene. The fastest by far on the high powered tracks is the Magnum 44 of Ron Mura of the San Francisco Bay area. Throughout the testing, it ran smoothly and powerfully . . . and in fact outran many pro-rewinds. The Classic and Dynamic motors both ran well, but had to settle for compromise winds along with the Meyer. The Dynamic had better braking and torque, while the Classic had ear-shattering RPM's . . . but they just couldn't hang with the custom jets (at least with those that were designed specially for the track we used for testing; actually, any comparison would be somewhat unfair). They were faster, however, than what most average and even good rewinders could ever hope to accomplish. And they ran well on the low powered tracks . . . where the Mura tended to fizzle.

So if you're in a big hurry to get going really FAST, with a motor you can buy over-the-counter, check out these haulers. Next month, we'll do some tech-talking about Dynamic's hot Silver Hornet, the Thorp 310, Champion 517, and C&J's X-15. Listen in.

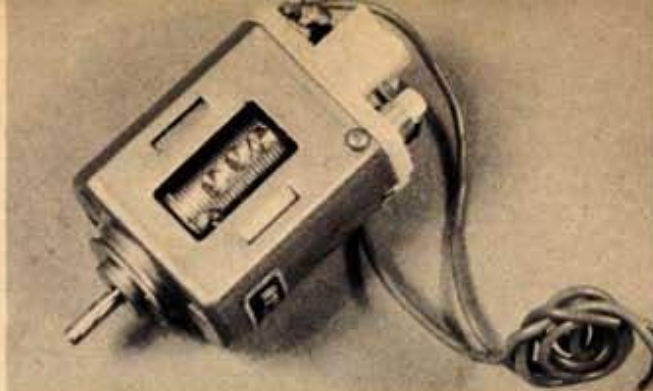


TESTING	MOUNTING	VIBRATION	HEAT	RPM	TORQUE	BRUSH WEAR	ACCELERATION	BRAKING	TOP SPEED	MAGNET STRENGTH
Classic 160-1	**	****	****	***	****	***	****	***	****	**
Dynamic #212	**	****	****	***	****	***	****	***	****	****
Meyer Super Hemi	***	**	****	**	****	***	****	***	****	***
Mura M-44	***	***	****	***	****	****	****	****	****	****



THE CLASSIC 160-1

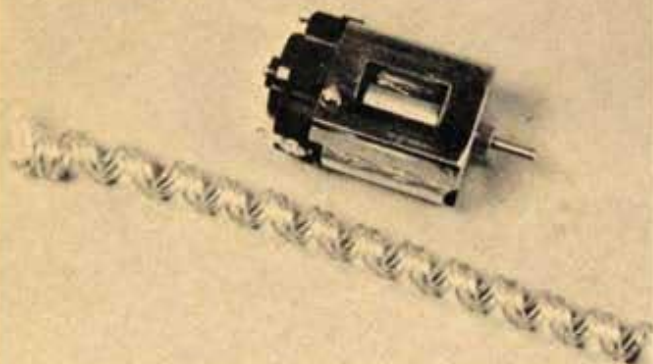
Classic's entry into the rewind field is their popular CM 160 . . . double-wound, polished, dynamically balanced, and riveted shut. Labeled the 160-1, Classic will market its bomb for a low \$6.98 price tag. The test shot I ran was wound with double #33 wire and obtained unbelievable RPM's on twelve volts. The dynamic balancing on the 160-1 is very good, and only a slight low end vibration was experienced. The magnets are stock Mabuchi units and are nothing fantastic; so with the money you've saved on the motor try installing a pair of Arco's or Magnum's. Mounting the reversed shaft 16D isn't any easier though for the scratch builders. The motor will fit in nicely into the Dynamic, Cucaracha and Asp frames. Gearing can be worked out with a seven tooth pinion and a 29 through 33 tooth contrate.



DYNAMIC GREEN HORNET 16D

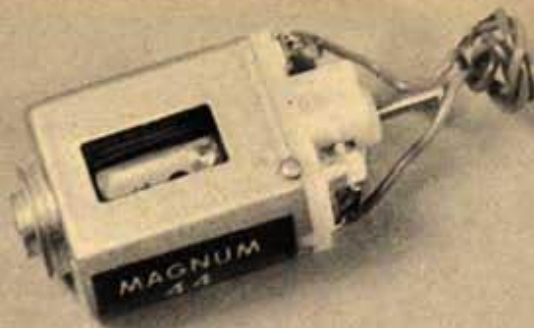
The latest Dynamic Green Hornets' (Catl. no. 212) have been completely revised for higher speeds. Still sold for \$8.95, the Dynamic rewind has one of Kirkwood's "no-blo" commutators, Indox 3 magnets, and a super-fast double wind. The 16D case is riveted on with the Mura-style pin tabs to cut out on vibration, but the dynamic balancing eliminated every last trace of it. Like the Classic 160-1, the Hornet has the rather hard-to-mount-to spherical bearing capsule on the output end; but a separate armature of the same wind is now available with the shaft coming out with the brushes. The Green Hornet really turns on on most high powered tracks with excellent torque and braking, but has trouble on low amperage courses and popped the circuit breakers when it warmed up. When supplied in the Super Bandit it makes an unbeatable ready-to-run machine. The power of the Green Hornet is ample enough to take on 4:1 ratios on most tracks with a 7 tooth pinion to a 29 tooth nylatron being the logical route. With a Dynaflex chassis, try the new Dyna-alloy gears which Dynamic has made especially for their frames.

SPECIFICATIONS	PRICE	HEIGHT	LENGTH	WIDTH
Classic 160-1	\$ 6.98	5/8"	1 5/16"	15/16"
Dynamic Green Hornet II	\$ 8.98	5/8"	1 5/16"	15/16"
Meyer Super Hemi	\$ 9.98	11/16"	1 5/16"	15/16"
Mura M-44	\$10.98	5/8"	1 5/16"	15/16"



THE MEYER SUPER HEMI

Meyer, a small company in Hayward, California, sells one of the few rewound Hemis on the market. \$9.95 will get you a double wound Pactra Tornado with polished laminations and special lead wires. Most of the other components remain stock, so the motor runs basically like a rewound Hemi. The timing on the Super Hemi is very slight, possibly for high torque to go with the high RPM of the small brushes. On American power supplies, the Meyers' jet. They have enough torque to gear into the 25-29 tooth drive gears with a seven tooth pinion, and above average braking for a Hemi. Associated and U-go have neat rear brackets for Hemis now, so a three and a half ounce frame scratched up around this rewind should make a pretty fair contender.



THE MURA MAGNUM 44

You may pay a bit more, \$10.95, for Ron Mura's jet, but I guarantee that you will get one powerful little motor for it. The latest Mura rewind moves with pro motors. Equipped with Magnum 44 magnets, a Kirkwood Commutator, and improved laminations, the Mura is as competitive as an over-the-counter rewind can be. The motor has the spherical bearing 16D case riveted on, but with the shaft protruding out of the brush end for Russkit 23-like mounting ease. Apparently the new firm which balances the Mura armatures is really doing a job, because no vibration occurred at any speed and the motor almost never heated up at all. Unfortunately, such high performance rewinds will often fall on their faces on low power tracks that the pros pass up, and this is the case with the Mura. However when run in a car of up to four ounces and with a 4+:1 gear ratio, the Mura is the motor to beat on a high amperage course.

ARMATURE SHAFT	BEARINGS	OUTPUT END	TIMING FROM OUTPUT END	MAGNETS
.078"	Spherical Oilite	Spherical Bearing	10°CW	Stock
.078"	Spherical Oilite	Spherical Bearing	9°CW	Indox 3
.078"	Sleeved Oilite	Opposite Commutator	4°CW	Stock
.078"	Spherical Oilite	End Bell	10°CW	Magnum 44

"Der Porsche... Mit Der Coil Spring Pounce"



MRC's sharp looking new Porsche Carrera body is injection moulded. That roof must be painted in by hand, as it comes clear, which just isn't "kosher porsche!" The car handles well, with good acceleration and braking.

Here's an unusual 1/24 scale RTR that will capture your fancy, especially if you enjoy sophisticated race-bred components. MRC, father of that great "Varipower" controller, has just released this new Porsche Carrera. The car features a fully adjustable cast aluminum chassis, that is fully suspended . . . with coil springs!

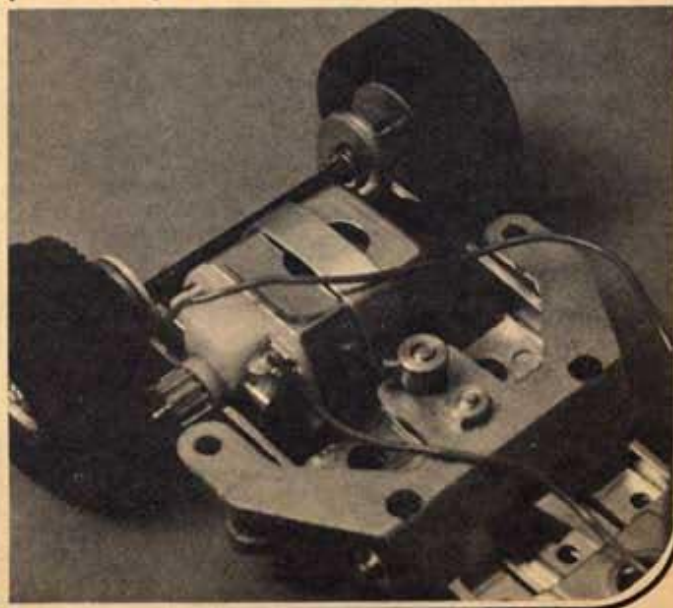
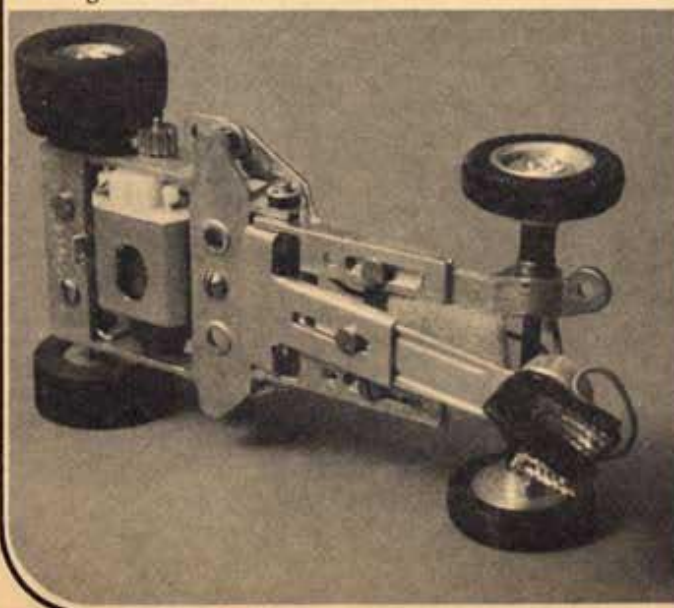
All wheels are attached to smooth axles, with set screws. The rear tires are 7/16" x 1-1/8" spongies, while the fronts are hard plastic! Unusual perhaps, but there's very little friction.

The FT-26-D Mabuchi drives through a 13 tooth brass pinion, and a 49 tooth spur, for a 3.89:1 ratio. It seems to work well as an all-around ratio.

The car checks in at nearly 5-1/2 ozs., which doesn't exactly put it in the lightweight category, but that's the price you have to pay for a full suspension system. At any rate, the car carries its weight well, and seems extremely well engineered.

\$13.98 places this car right in the middle of some very hot competition indeed. However, it should hold its own very well at the sales counter, judging from our sample.

The chassis is fully adjustable, and suspended too. Ball bearings all around keep this Porsche rolling smoothly to victory. The motor is a healthy 26-D, running its power through a 3.89:1 ratio.



CALLING ALL SLOT

Interested in a full-size commercial track with all the pro trimmings?

Does this situation sound a bit familiar? Like you've got about \$30 sunk into a load of great racing gear . . . and the local track just went out of business. Or like maybe you're just itching to get in some time on the slot scene, but the nearest commercial raceway is about a day's drive from your area. Or how about this . . . you've got a flock of guys who want to start a slot club, but building your own track has you a bit scared off. Well, which and whatever your particular dead end happens to be, consider this idea. Why not buy a commercial track?

If the thought of owning a full-size, pro-equipped commercial track seems just about impossible, then I gather you haven't heard the latest. There's a track-building company out here in California that has a line of beautiful pro tracks priced at \$300 and under. And if you consider that some plastic put-together tracks sell about a hundred bucks, this top price sounds pretty inviting, especially when you see what it buys.

The "little ol' trackmaker" is called Fred's Specialties, and the company's custom layouts are designed primarily for small hobby shops and private clubs. The two tracks that should be of most interest to you are both four-laners. One is a simple oval, while the other is a modified figure eight. The surface on both is particle board, and the slots are professionally cut and flawless. Cox Stik-Trak is used as the conductor. Each lane has its own rugged power supply, complete with polar-

ity reversing switch, and both brass pins and a phone jack for either type of controller.

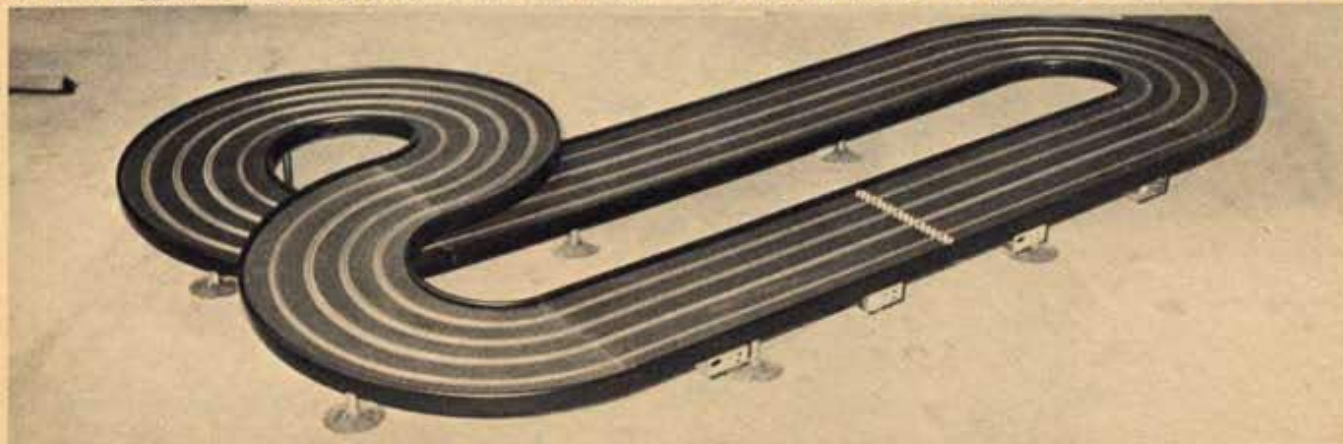
The track is lightweight, due to an original "honey-comb" method of construction. In addition, the track uses a modular design that lets you change the course layout . . . and even make it longer with the addition of bolt-on sections.

The slots are spaced four inches apart, which means you can race either 1/24 or 1/32 scale machines. And all of the lanes are color coded, and match the respective driving position control panels. Chrome legs are provided with leveling screws, to smooth out the most uneven floor surface. And the whole works go together in about an hour's effort. There are six sections, each secured by only two bolts. All you need to do the job is a standard screwdriver . . . a set of wrenches comes free of charge. And the only wiring you have to do is to hook up the four power packs . . . the track itself comes factory wired.

The "Century-26," which is the oval track, is 5' x 13'6" and sells for \$225.00. The "Century-37" is the modified figure eight, measures 8'3" x 13'6", and sells for \$300. Both prices are figured F.O.B. from the Santa Ana plant. Controllers and cars are not included, but the factory can get you a pretty good deal here too. If you're interested . . . and you should be if you've got a club that needs a track . . . drop a line to: Fred's Specialties, Dept. MCS, 400 East Dyer Road, Santa Ana, Calif. 92707. The quality makes the price a bargain and a half.

CLUBS

By Marshall Nealand



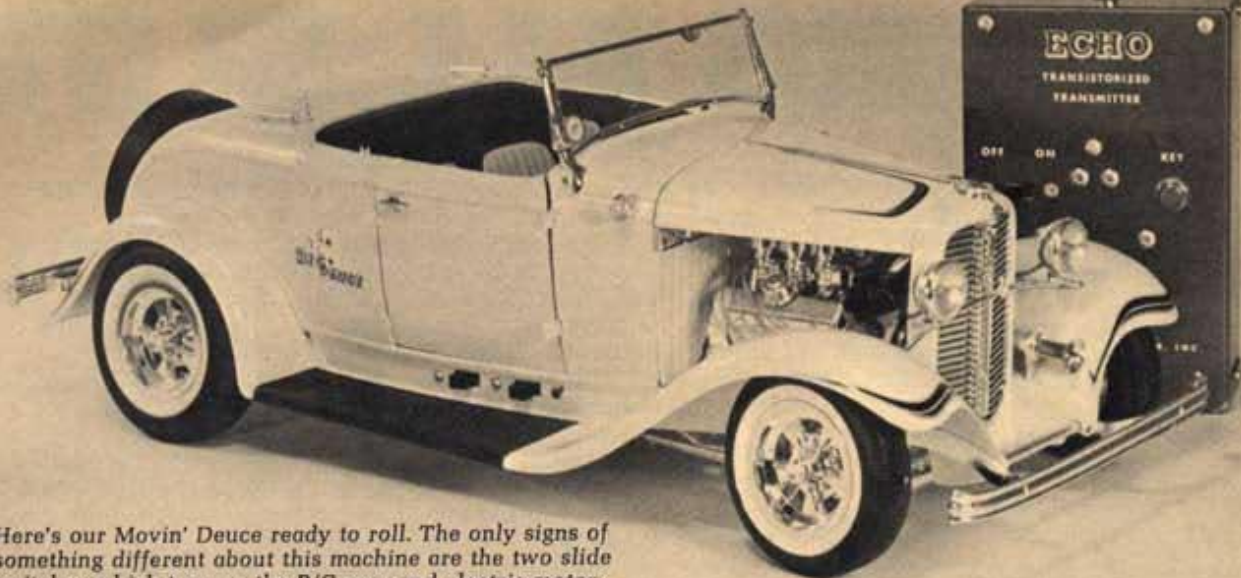
This pro-equipped "Century-37" commercial track sell for just \$300 . . . divide the price among club members and you've got a great four-lane layout at a bargain deal.

Each lane comes equipped with its own pro-designed power supply, complete with a polarity reversing switch, phone plug and brass pins for alligator clips.



The track surface is particle board built over a honey-comb bore, for both strength and lightweight. Each lane is color coded to match their respective driver control panels.



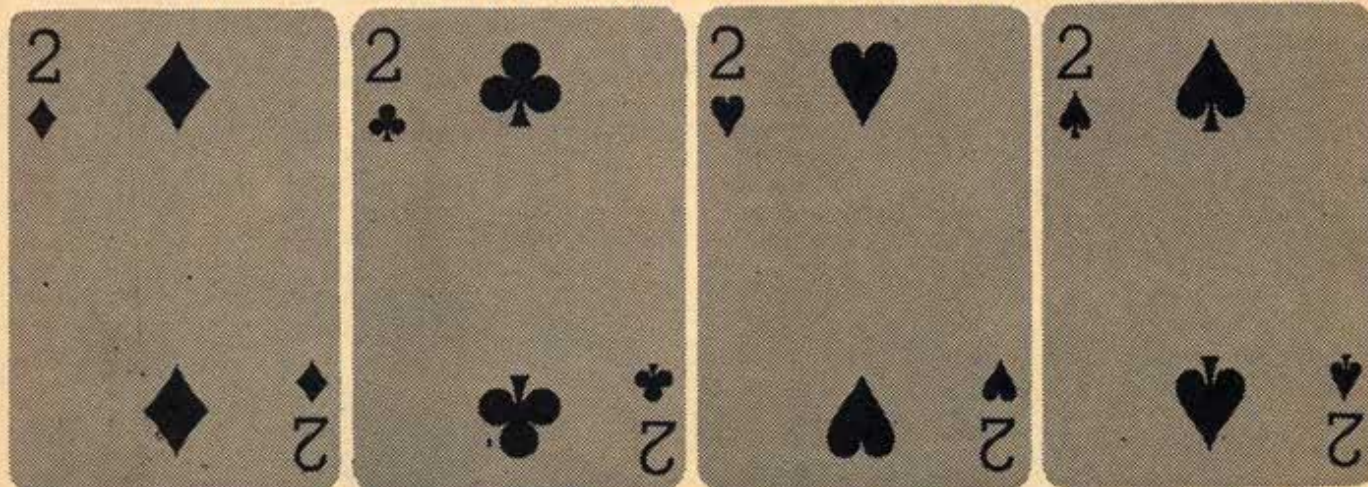


Here's our Movin' Deuce ready to roll. The only signs of something different about this machine are the two slide switches which turn on the R/C gear and electric motor.

ADDING SOME ACTION
TO A BIG SIZE
SHELF MACHINE.

THE R/C MOVIN' DEUCE

By Ken Balz



This gives a clear view of the interior with the seat removed, showing the location found best suited for the receiver and batteries.



Nothing compares to real kick you can get from building a sharp model car . . . right? Otherwise, we'd be building something else. But, how about a car that can come to life and start driving where you send it. The trick, if you want to call it that, is the rather easy how-to of adding radio control.

With all the many fine kits on the market today, the possibilities are limited only by a guy's imagination (and wallet) as to what can be done R/C. This article will deal with one of the easiest and most detailed kits to work with . . . Monogram's Big Deuce. This rod can be almost completely assembled before the R/C gear is added, so the necessary changes are few. Furthermore, just about everything can be hidden from view, so that the R/C version can hardly be told from the stand-still-on-the-shelf-type machine.

We won't go into a lot of technical talk about why it works; there just isn't enough space for all that. But the photos will show you pretty much where all the goodies are fitted in; and we'll try to tell you how to go about it and what we did. So, here's what's happening.

The car can be driven only forward. There's no reverse, because we used a single channel transmitter and this one channel is used to control the steering. The receiver unit located under the seat is turned on by a slide switch mounted outside the car (just below the doorline). A similar switch activates the electric drive motor.

Since we used a "relay-type" receiver to pick up the transmitter signals, we had to cushion it with sponge rub-

ber and hold it in place with a brass strap. The power source for the receiver is a 9 volt transistor radio battery, connected with a wire-and-cap device from such a radio. This is held to the inside wall of the body with a piece of masking tape. The receiver antenna is also taped along the inside wall so nothing shows outside the body.

The rest of the batteries shown in the photos are for the steering servo and the driving motor. These can vary with type of gear used; but in this case, they're all the standard penlite type. They're cheap, but don't honestly last very long and aren't the most powerful batteries you can find.

The servo unit, which does the steering on command from the signal picked up by the receiver is located under the chassis along with the driving motor. The rear end assembly, as you can see in the photo, was put together pretty much according to the "B.D." instruction sheet . . . with the exception of the right wheel assembly. Provision was made for a large gear to be used instead of Part #P70 (rear backing plate). Of course, the selection of the motor and necessary gearing will probably vary with each builder (we used a Micro Perm motor, with 32-to-1 reduction on the gears; this makes for a pretty speedy rig).

The steering assembly is rather simple, as you can see in the photo. Referring to the Deuce instructions, the entire front end unit was built following all the steps, except number 17. However, Part #P80 (steering arm) was installed so as to be used for our connection on the steering rod to servo. This consists of a length of music wire. This shows the location of the servo (with the steering link); how the driving motor was mounted under the chassis (with frame cut to fit); and the gearing arrangement used.

bent at each end to a 90 degree angle and run through a hole drilled in the frame bulkhead. The length of this rod will vary with the type and location of the servo used. Also because of the type and location of the servo, step number 32 involving parts numbered P136, P137, P136a, and P137a (the muffler and exhaust system) was eliminated.

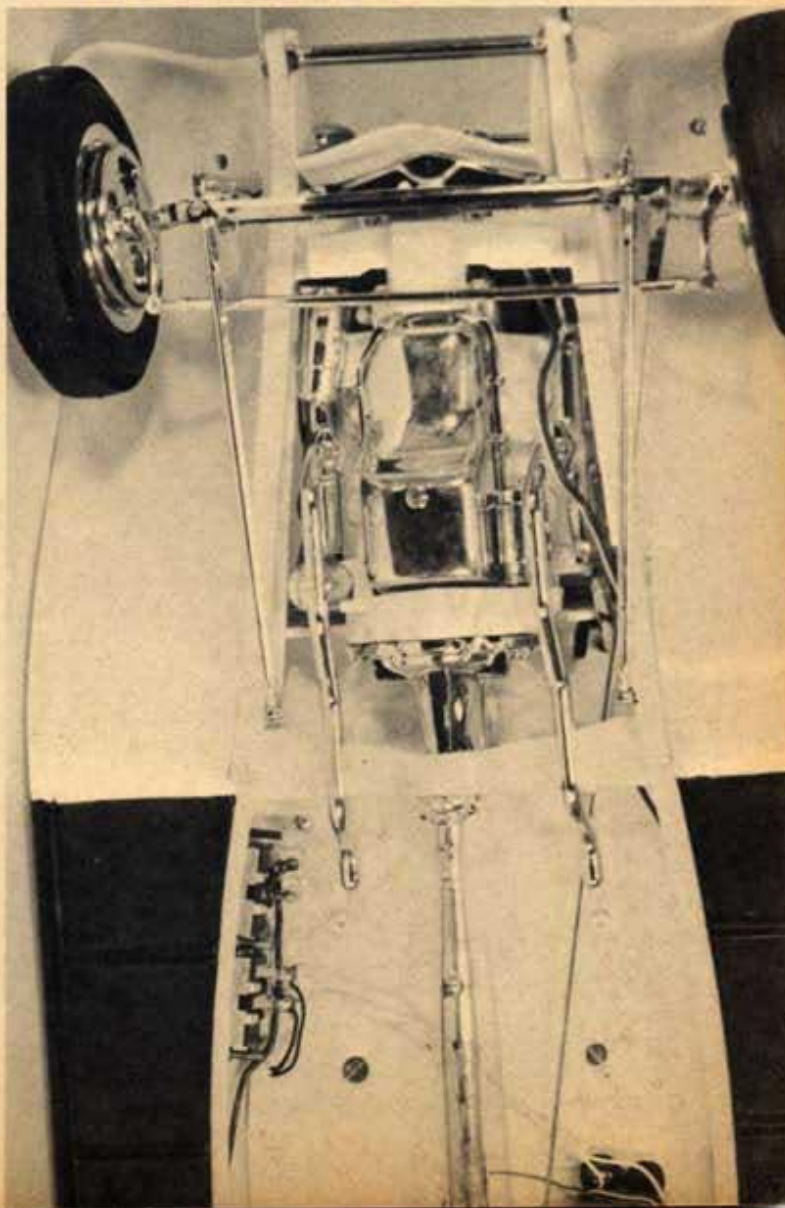
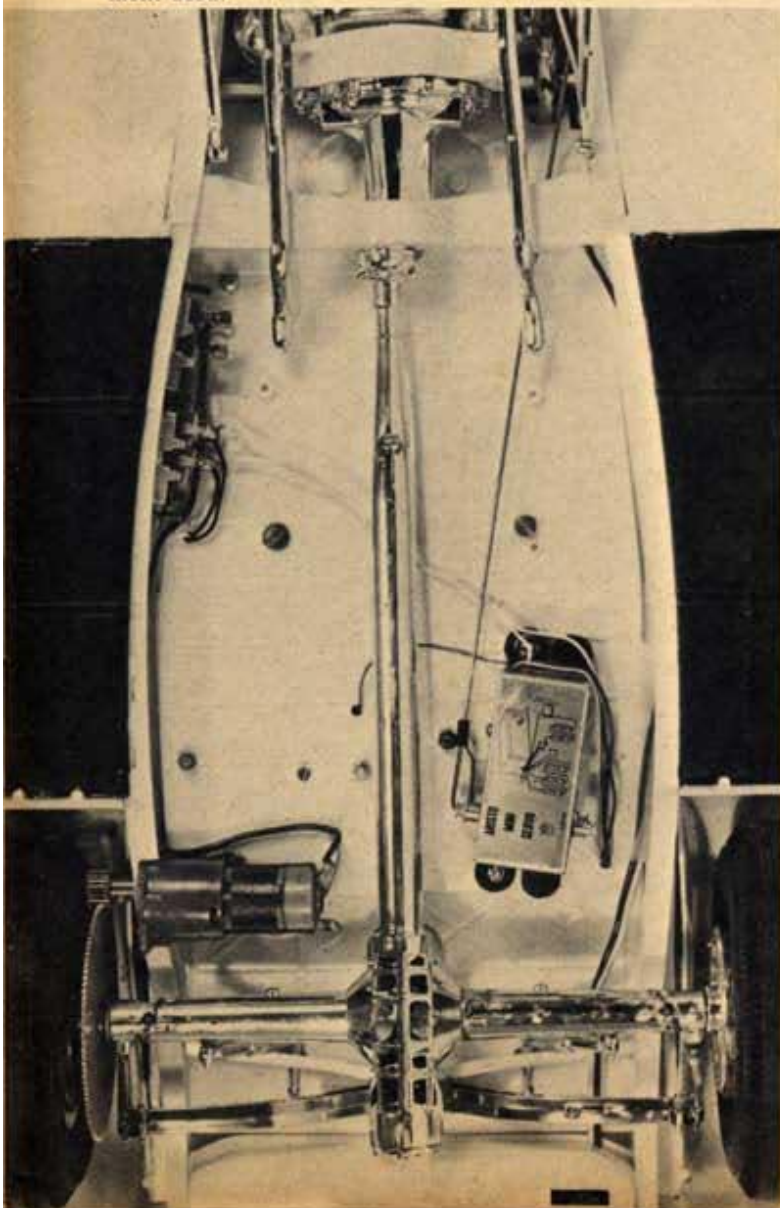
Really by just looking at the pictures, you ought to be able to get a pretty good idea on building your own Movin' Deuce. It's not much more complicated than building the car itself. And while it may not move out like a gas powered jobber, it's a heck of a lot faster than just sitting on a shelf looking nice and gathering dust.

PARTS LIST

R/C BIG DEUCE

1. Single channel Rec. and Trans. (model used O.S. Pixie).
2. Aristo Mini. Servo.
3. One 3 Pen cell batt. holder.
4. Two 2 Pen cell batt. holder.
5. Two double pole, single throw slide switches.
6. Micro Perm Mtr. with adj. gear reduct. unit. (Used 32 to 1 red.)
7. Wilson of Cleveland gears.
8. Misc. screws and hook up wire.

Here you can see how really simple the steering unit was to put together. Toward the bottom right corner are located the slide switch connections.





THE BIG LEAGUE BRAWLER

Here's a big chunk of rolling muscle that could be the basis for an entirely new way of racing!

The Cox Manufacturing Company has finally released their on-again, off-again Ford stocker, in 1/24 scale. The car was announced once before, then cancelled due to some sort of problems in the manufacturing end; but now it's on again!

This stocker is the first model kit to be released in the "Dan Gurney Authorized" series (can't wait to see what will follow!) and it's a 1/25 scale version of Big Dan's famous 121 Ford stock car that blew off everybody at the Motor Trend-Riverside 500 race, four years in a row! Cox offers you a copy, for just \$12.98!

The body is a beautiful injection moulding, in high impact styrene. The chassis is gorgeous, being constructed of nickel plated brass tubing. It has a very low center of gravity, and the swing arm maintains constant tension on the self-centering guide, that utilizes quick-change brushes. The power comes from the Cox NASCAR 34,000 rpm motor, and is similar indeed, to the Mabuchi 600-B, although Cox makes it at their own factory in Hong Kong. At any rate, it puts out plenty of torque and r.p.m.!

The chassis construction is top-notch, which is just what we expected from Cox. Rear tires are trued and glued spongies, mounted on wide 5-40 threaded wheels. The front wheels are independent rotating, on a stainless steel 1/8" axle. Strangely enough, they sport Dunlop tires (!) which is the first time we've seen Cox deviate from their standard practice of putting the exact tire on the model, that the real thing uses. At any rate, they work fine, being narrow, and hard.

Rubber bands are used extensively in this kit, to good effect. A rubber band is used to center the guide, another one to keep it pressed against the track, and two

rubber bands (one on each side) to kill vibration between the hard plastic body and the chassis. Works too!

The injected body is simply magnificent, with that full interior, *but*, ah yes, *but*, although we're avid admirers of highly detailed injection moulded body, this is where we must draw the line. Injected plastic is fine, but when we're talking yards of it, that's something else again. The entire stocker tips the scales at 6-1/2 ozs! Suffering obesity! Of this staggering total, a full 2 ozs. is wrapped up in that beautiful body! That's a lot of weight up high, and the only cure I can see for the competition minded driver, is to replace it (with tears in his eyes) with a lightweight clear plastic 1/24 scale stock shell. The cornering picks up immediately, and acceleration and braking show a marked improvement. What a pity, it's so beautiful, but it must be done, if you want to extract the utmost in performance.

In stock form, it takes a while to get this 6-1/2 oz. bruiser moving, and then a while to slow it down at the corners, and it's simply because of excess baggage in the form of the body. The chassis is a delight, although certainly no lightweight, tipping the scales at a robust 4-1/2 ozs. Still, it's a big can motor, and a truly rugged frame, so it earns its keep. You'll be a long time racing before you bust up this chassis!

Gearing is 3.25:1, with a 39 tooth Coxalloy crown, and a 12 tooth brass pinion. Rear wheel diameter is 1". The acceleration is good, considering, and with the addition of the clear shell, it's very good indeed.

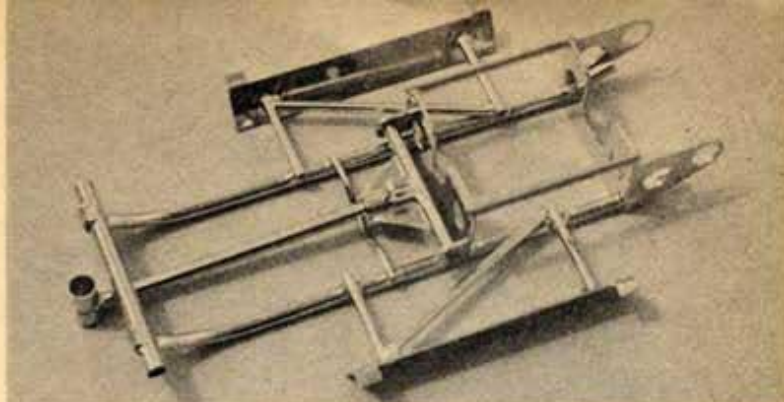
We did not do the car up in the Gurney colors (white body, red top) and numbers (121), but instead, just went ahead and built a good looking NASCAR stocker, to suit our own whims. You can duplicate Gurney's big mover to the last nut, if you want to. A huge stock car decal sheet is provided with the kit, in case you want to duplicate another favorite stocker on this big money circuit. The decals, incidentally, are really excellent.

To extract that last bit of urge from the stocker, sand the rear tires with a 1/8" radius on the outside edges, and 2 degrees of angle on the tread surface, starting from the inside of the tire, widening out as you work toward the outside edge of the tire. It helps. See diagram "A."

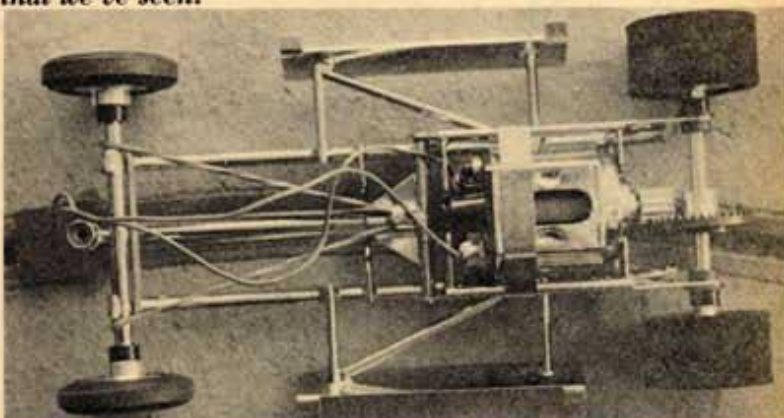
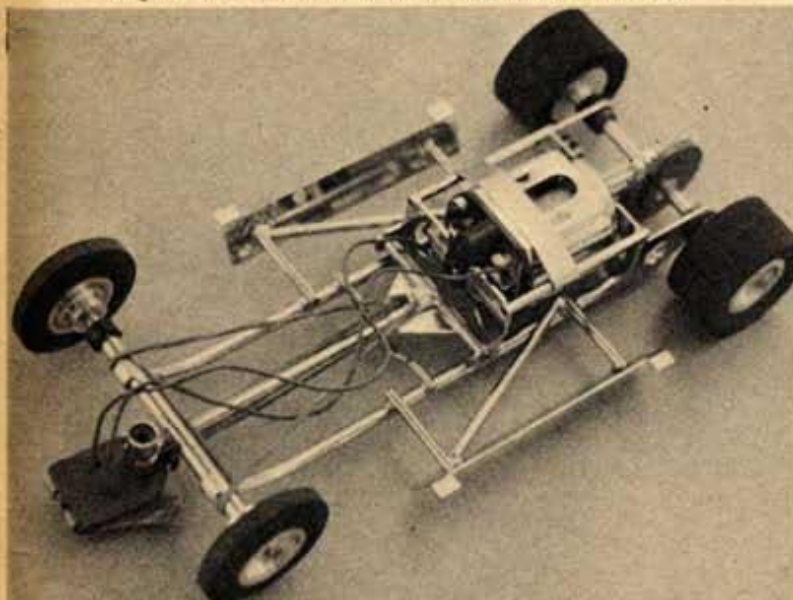
The pickup brushes should be picked apart into individual strands, then trimmed evenly at the extreme edge of the guide shoe blade, as shown in the photos.

Since the chassis already uses spade-type body mounts, built in, mounting the clear plastic shell is breezy. It's really the first order of business. Paint it up bright and pretty, as the NASCAR stockers are the most colorful racing cars in the world, bar none! They look like rolling billboards, with advertisements plastered from one end of the car to the other.

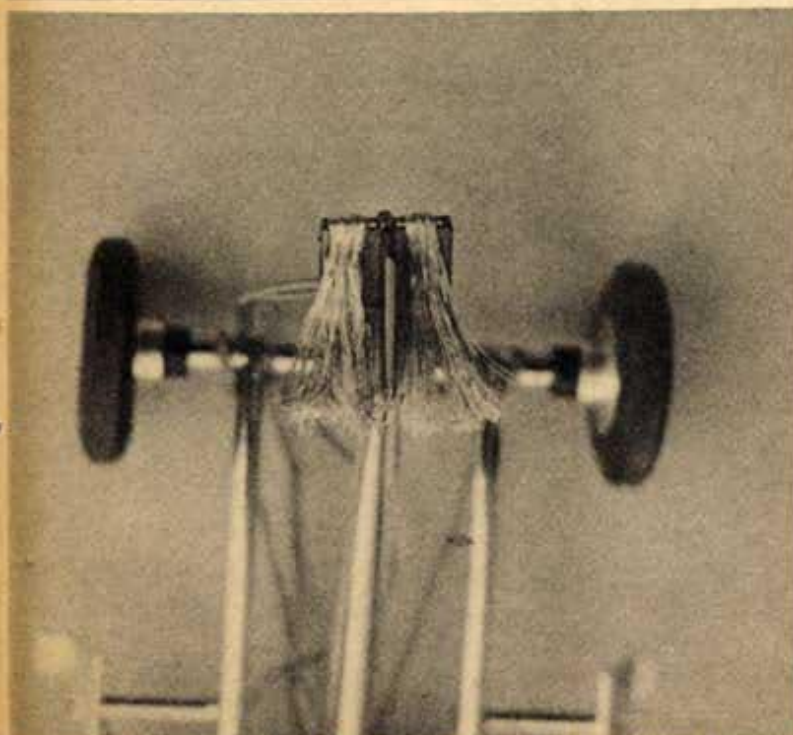
This car is a welcome sight among the gaggle of Lotus, Chaparral, and McLaren sports cars, pretty as they are. We see a special interest developing in big-time stock car racing. This Cox stocker is just the ticket for the basis for this new class. The sight of six or eight of these big movers in one race is chilling to think about!



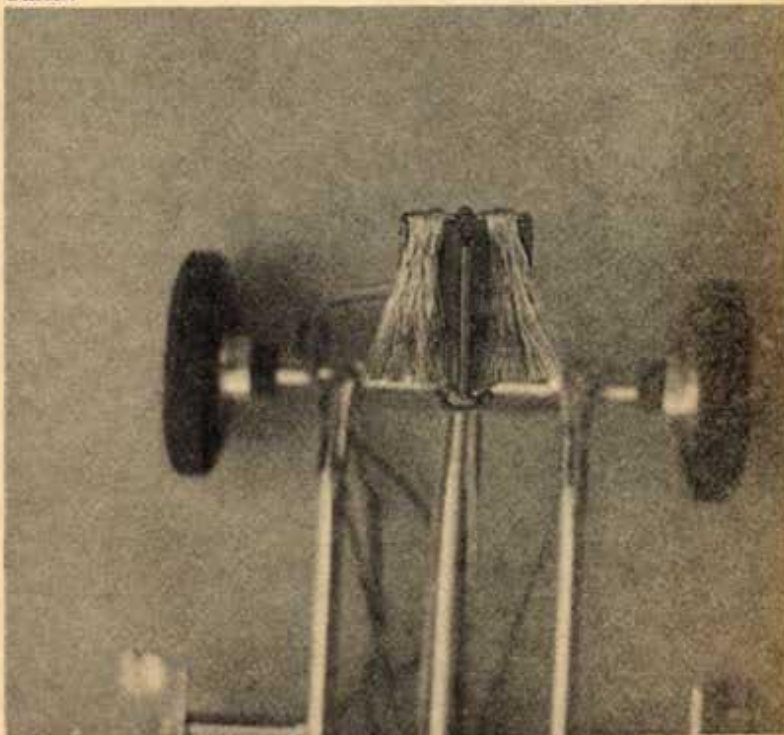
The hefty brass tube, nickel plated frame, is a quality, well-constructed little item. The joints show excellent workmanship. That big can just clips in place. Probably the easiest and most efficient method of securing a motor to a frame, that we've seen.

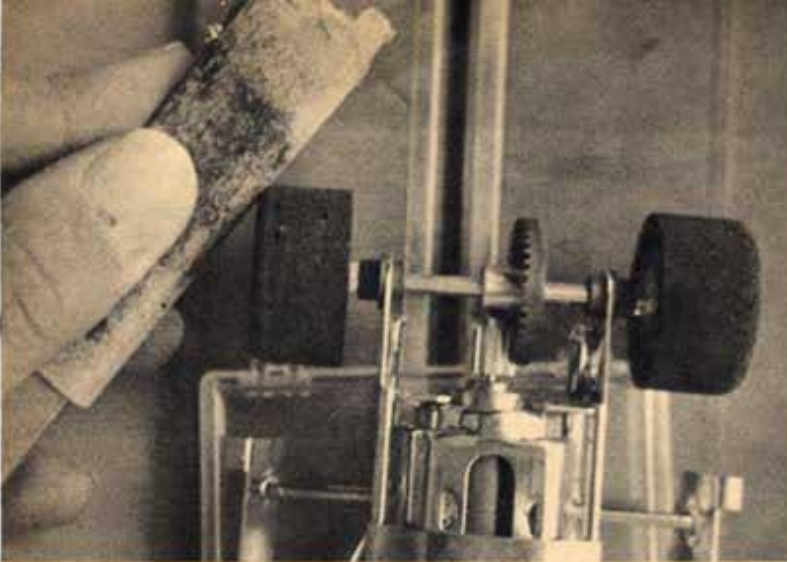


The rest of the accessories slip right in place. This is the easy way to "scratch" up a frame! Front wheels rotate independently, and that quick-change guide is automatically centered by a simple rubber band.

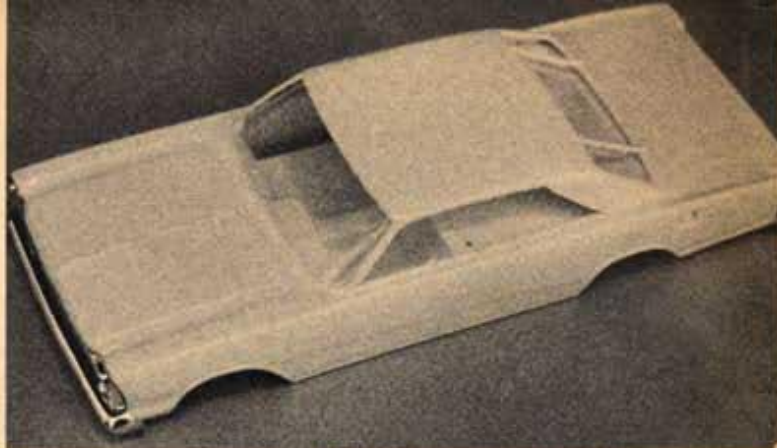


Frays the pickup brushes into individual strands, using a sharp pointed tool. They're too long, as you see here, which could result in touching together and shorting out. Trim them even with the back of the guide shoe.





Contour the edges of the tires with a piece of sandpaper.



Before you paint, assemble each part (without glue) for a trial fit. We're happy to say that the individual parts practically snap together, as you can see here. If you're satisfied, disassemble, spray the shell with Testor Gloss White, and the cockpit with Testor Flat Black.



After the shell dries thoroughly, install the windshield, then the dash and cockpit components, after you have super-detailed them with a fine pointed brush and bottle enamel. Run black India



ink into all door, hood and trunk lines, using a fine pointed pin or needle, dipped in the ink. Check these before and after pictures, to see for yourself just how effective it is!



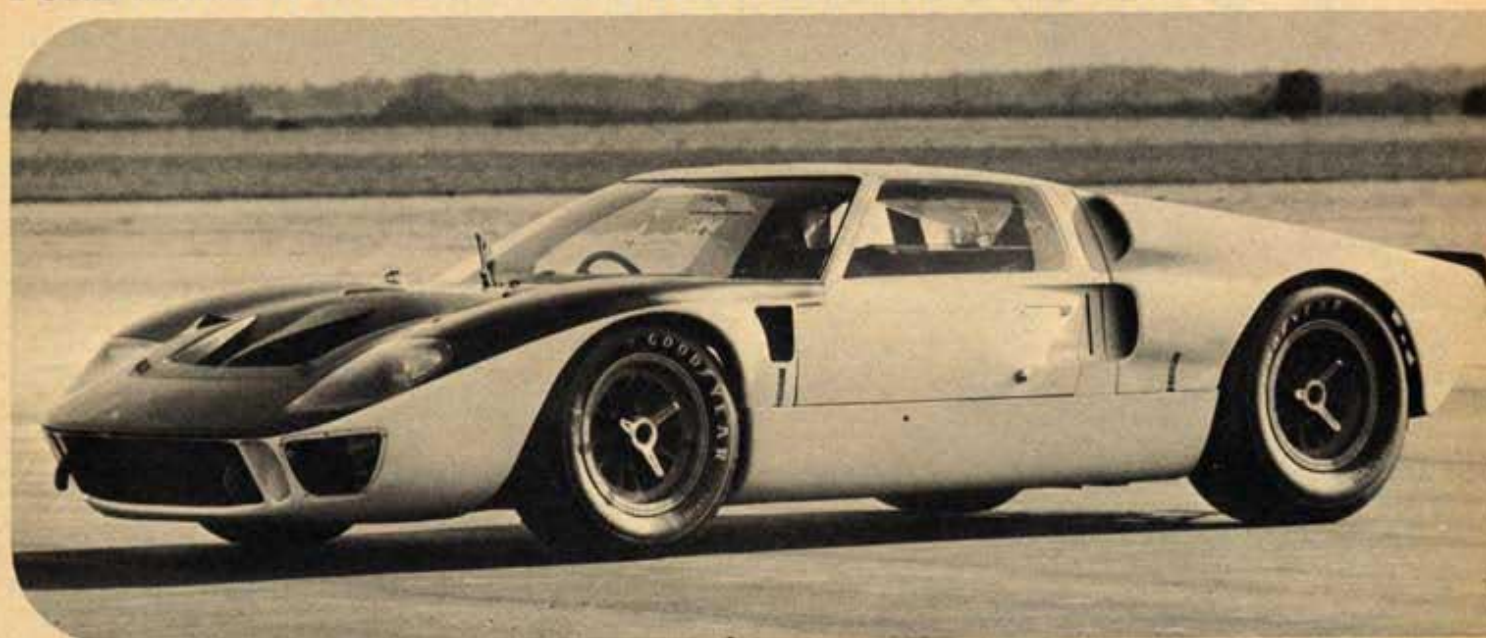
Paint the exterior accessories, such as grillwork, door handles, gas cap, etc., with Testor Silver enamel. Lay on the decals, after carefully



trimming the excess "lip" away, and this is what you'll end up with! It's truly a beautiful, "big mover!"

THE LEMANS MACHINE

IMC'S SUPER-DETAILING KIT OF THE ENDURO-WINNING FORD MARK II IS GREAT... BUT IT'S NOT FOR BEGINNERS!!



When IMC decided to build its 1:24 scale version of the enduro winning Ford Mk. II, they had *detail* in mind. The \$2.00 static model is just full of little working parts, and even tiny working parts. If you want a den or shelf model that looks as though Conte had made it, then this is the car for you.

IMC warns you right off the bat that the kit is for advanced modelers only. It's of course up to you to determine whether or not you are an advanced modeler; but the kit is by no means one of the simple "Detroit car" types. When fully assembled every body section opens to reveal all the work that you put into it. Other added attractions are steerable front wheels, three choices of engines (the 427, the pushrod 289, and the 255 OHC), decals to match the winning Mk II's at either Sebring, LeMans, or Daytona.

The model built for this article has the large 427 used by the Mk II's throughout the 1966 season. It's sprayed gold to match one of the LeMans cars, but the decals were not applied because the correct ones for this car were not included.

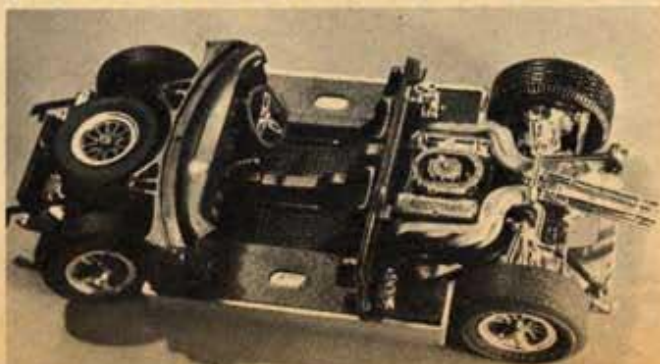
The cockpit was the best place to detail, because engine detailing has been dealt with so frequently in MCS. The instrument panel was finished with Ulrich flat brown military paints to simulate a wooden dash. Before the instruments were installed the faces were given a light coat of flat black paint and left alone to set, but not harden. After the paint had just started to dry, I took a wooden tooth pick and rubbed the numerals clean. The Center instrument is the tachometer (most racing cars don't have speedometers) so a red line was painted on. The steering wheel rim is also flat brown. Shoulder harnesses were fashioned out of

thin and worn out shoelaces. The letters of the fuse boxes to the left of the hand brake were touched lightly with flat red, as was a fire extinguisher from a Cobra kit.

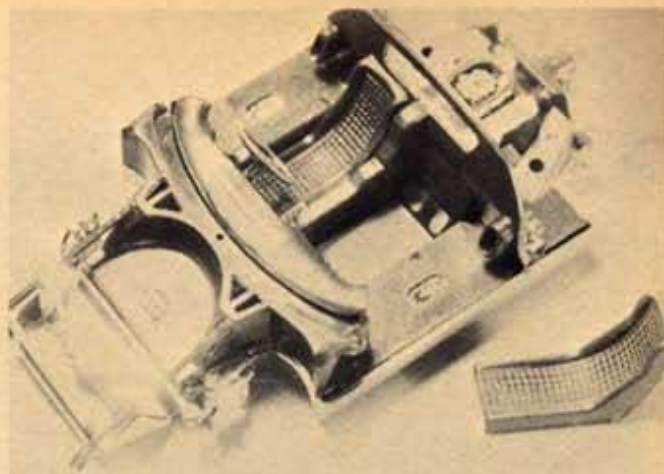
Further authenticity was achieved by using K&B tires which are Goodyear. The Ford's have always run Goodyear tires, not Dunlop as included in the kit.

Because of the touchiness of the moving parts, the car looks great all opened up to view. Unfortunately the parts don't close very snugly. Now on the real Mk II's, the sections are pretty loose fitting anyway; but in scale it looks like you've built it all wrong. A great way to get around this, if you want a model that is not "exploded", is to use a Lancer clear plastic slot car shell. It perfectly matches the IMC chassis and has unbelievable detail when sprayed from the inside. Anyway you go, the Mark II is one "kit-ful" of detailing potential... but it's no car for beginners.

The number of detailed and working parts in IMC's Ford Mark II GT is almost enough to scare off all beginners. The \$2.00 tag buys steerable wheels, soft treaded tires, opening doors, hinged front and rear decks, plus three engine options.



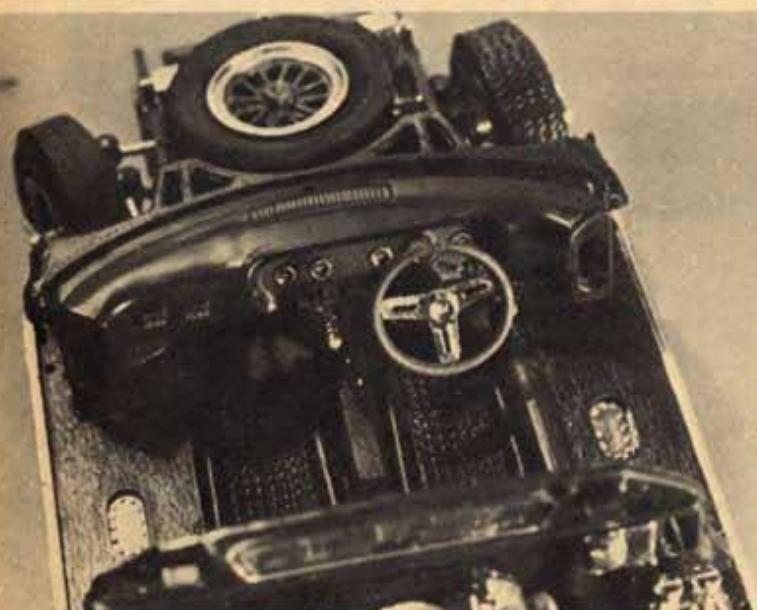
THE LEMAN'S MACHINE



Since the Mark II looks most impressive when opened to view, you've got to spend a good percentage of your time on the interior . . . and the detailing potential here is great, but involved.



You get a three-way choice in engines: the Lemans 427 overhead valve, Indy type dual overhead cam and a 289 overhead valve. While the kit tires are sharp lookers and feel like treaded rubber, they should be Goodyears and not Dunlops.

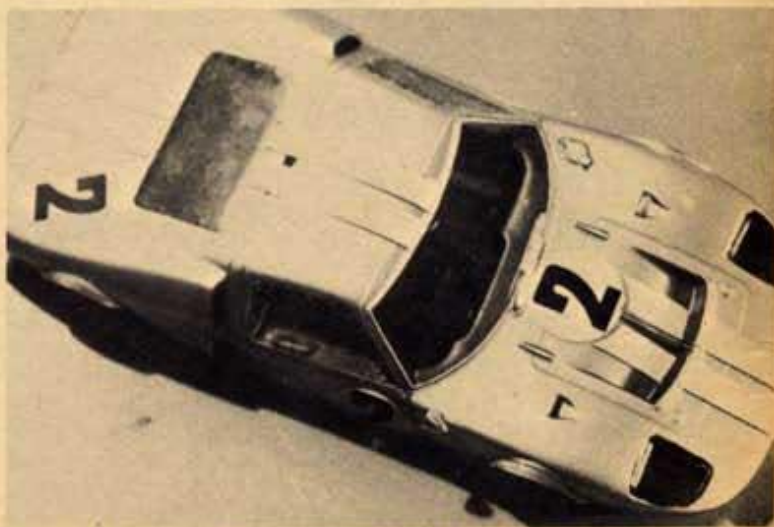


Ulrich flat brown military paint was used on both the dash and wheel rim to simulate wood. Other detail touches included adding shoe lace shoulder harnesses, a fire extinguisher from a Cobra kit, and painting a tachometer on the dash.



Perhaps it was just our kit . . . which did develop a slight warp in the roof . . . but the completed car looked best 'sprung', with its innards exposed. When closed, it didn't seem to fit together well.

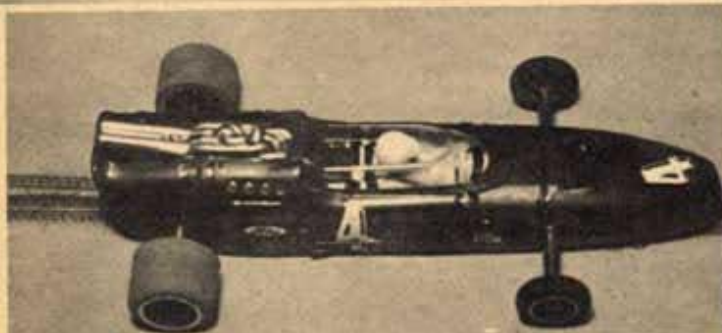
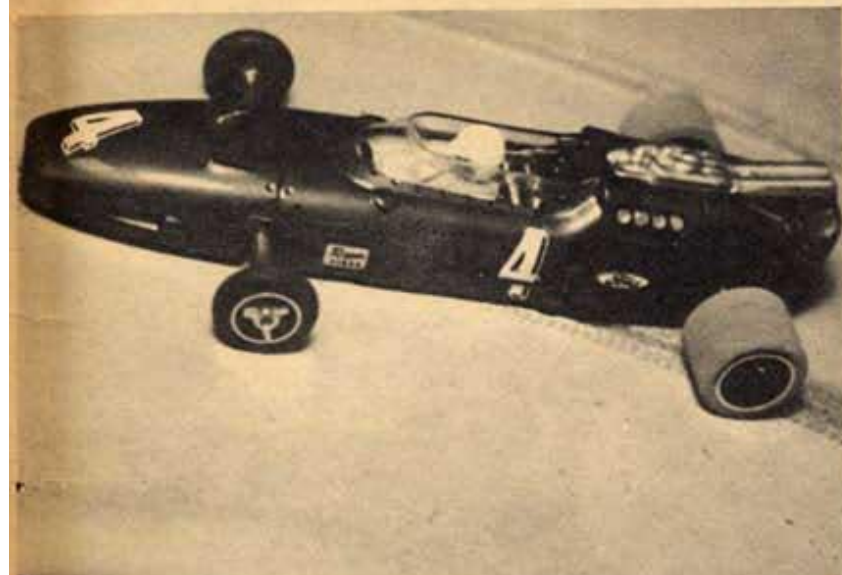
48 / model car science



If you'd like a rather one-of-a-kind Mark II, plant a Lancer clear plastic body shell on the IMC interior; it won't open up, but the body lines are flawless . . . or leave it unpainted-but-decaled for an x-ray version.

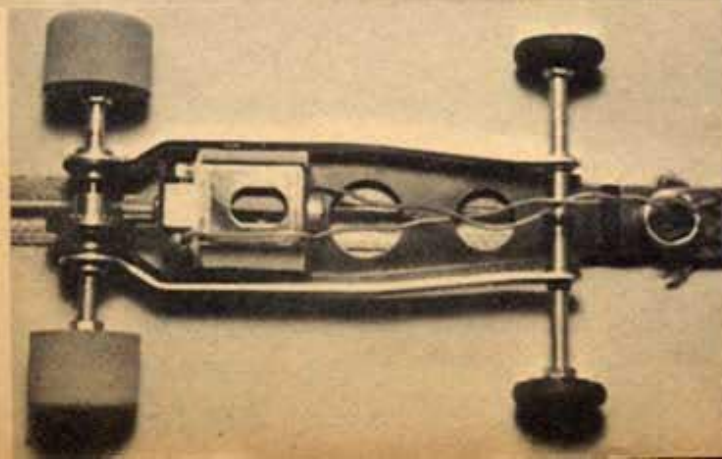
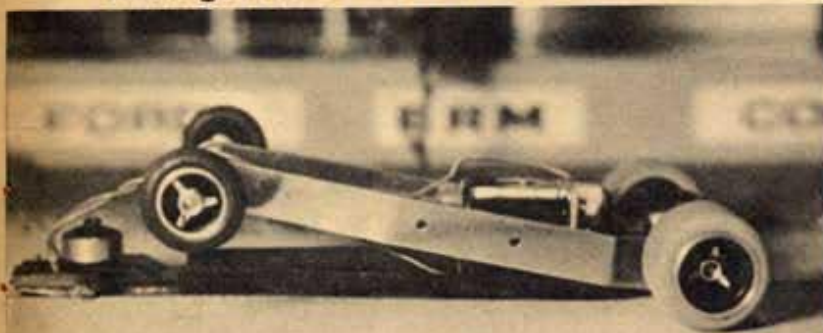
RIGGEN'S RTR SHOW'S N° GO CARS

When you win, you may as well
look good doing it!



The Rigger Watson-Ford RTR Formula machine is beautiful and extremely quick, not only down the straights, but through the turns as well. The detail is all there too, as you can see!

The "Gator Chassis," as Rigger calls it, gets its name from the way the "jaws" hinge from way at the back. The motor is mounted on the drop arm, making a smooth, long drop. Bearings at both ends of the chassis too.



It's always a pleasure to see a new Formula car appear on the market. When it's made by an old-line quality-conscious company, it's with more than a little pleasure, as a fellow automatically tends to believe that the new car will be something special.

When we got our hands on Rigger's new Watson-Ford, we weren't disappointed! This 1/24 scale RTR is a nifty chunk of racing machinery, for \$12.95. It has a stable-mate in the Formula field too, a sharp BRM H-16 Grand Prix car.

Both cars use the same chassis and motor. The powerplant is the popular 26-D by Mabuchi. Gearing is 2.9:1, with a Cox 29 tooth crown, and a brass, 10 tooth pinion. Front wheels are narrow, 5-40 machined aluminum, shod with narrow, hard rubber tires, on a 5-40 1/8" axle. Front wheels are non-independent rotating. The rear wheels are wide machined aluminum 5-40 units, shod with Super Sponge tires, and secured, like the front wheels, with 3-prong knockoffs. A wheel wrench and a bottle of Tire Bite is included with each car. And you'll find bronze bearings front and rear in the chassis. The heart of the chassis is the fall-a-way drop arm. The motor mounts directly to the arm, and drops right with it. The entire unit pivots from the rear axle center line, which is about as far back as it can go. Needless to say, the drop is smooth, and the bottom edge of the guide shoe maintains a more parallel course with the slot during moments when the front wheels are off the ground, than most drop arms would allow. The arm terminates in a Cox Quick-Change guide shoe, and is secured with a brass collar. The Watson-Ford handles beautifully, so we assume the BRM does too, as it has the same chassis. Both cars have been thoroughly wrung out prior to production by Team Riggers, a professional team that has been very competitive in Southern California Pro races. The body shell is an excellent vacuum-formed goodie, which of course comes pre-painted, and decalced. A full cockpit is included, which looks good indeed.

These two new Rigger machines deserve your examination before you purchase your next RTR. They rank with the best on the market.

GIGANTIC ANNIVERSARY SALE!

OUR BUYERS WENT CRAZY! UP TO 43% DISCOUNT!



Cobra GT

They bought a carload of these beautiful 1/24 scale K&B slot racing kits at a special price — and we're passing the savings along to you! Look at what you get!

- ☆ Highly detailed injection moulded bodies
- ☆ Challenger sidewinder motor
- ☆ Fantastically detailed tires and wheels
- ☆ Superlite aluminum chassis, fully adjustable
- ☆ Long reach drop pickup for maximum control in the curves

REGULAR PRICE — \$7.00!

SALE PRICE — JUST \$3.99!

AND WE SHIP BY AIR PARCEL POST TOO! See the upper right hand corner of this ad! You can't miss.

1/24 SCALE — Your choice of Cobra GT, Ford GT, Ferrari 250GT, or Porsche 916. Please specify a second choice.

TWO NEW MANUALS FOR HOME BUILDERS

"The Art of Track Building" construction manual includes detailed drawings, easy wiring instructions. "The Rayline Portfolio of Track Designs" takes the pain out of designing your track. 12 scale blueprints included. Both for just \$4.00. Sorry, no discount on this item.



THE WESTERN HOBBIES "DEVASTATOR"

Our people are racing people — and here's the result of their racing experience — the "Devastator"! We looked at the other ready-to-runs, then decided to build our own!

Check these fantastic features: fully adjustable aluminum, anodized chassis

1/24 SCALE

- ☆ Deluxe vacuum-formed modified Lotus 30 body, completely pre-painted in American racing blue.

- ☆ Hot 600-B Mabuchi "big" racing motor
- ☆ Rigger precision wheels with the latest closed-cell Super Sponge tires. And you get those gorgeous knock-off hubs too!

AND THE PRICE? REG. \$12.95. YOUR PRICE \$8.88! READY-TO-RUN! AND WE SHIP THIS CAR BY AIR PARCEL POST (to customers in the Continental U.S., see the top right of this ad). You get your car FAST, no waiting! We ship right from stock.

WESTERN HOBBIES, INC., PO BOX 49978, LOS ANGELES, CALIF. 90049

1/32 SCALE

COX	KIT	YOUR PRICE
Ford GT	7.98	5.59
Cheetah	7.98	5.59
La Cucaracha	9.98	6.99

MONOGRAM

Porsche 904	6.95	4.86
Cooper-Ford	6.95	4.86
Ford GT	6.95	4.86

Ferrari 33PLM	6.95	4.86
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Ferrari 250GT	6.95	4.86
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Lola GT	6.95	4.86
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Lola T-70	6.95	4.86
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Ferrari 275P	6.95	4.86
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Lotus 33GP	6.95	4.86
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Ferrari GP	6.95	4.86
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REVELL

Chaparral II	6.98	4.89
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Cooper-Cobra	6.98	4.89
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STROMBECKER

Cheetah	6.95	4.86
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Dino Ferrari	6.95	4.86
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Barracuda	6.95	4.86
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Chaparral II	6.95	4.86
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Lotus 30	6.95	4.86
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Lotus 38 (Indy)	6.95	4.86
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Porsche Carrera	7.95	5.56
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Ford "J" Car	7.95	5.56
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Ferrari 330P2	7.95	5.56
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2-D Chap.	7.95	5.56
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Cpe	7.95	5.56
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McKee	7.95	5.56
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McLaren	7.95	5.56
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Mk II	7.95	5.56
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ATLAS

Porsche 904	6.98	4.89
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Ford GT	6.98	4.89
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Ferrari GP	6.98	4.89
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Brabham GP	6.98	4.89
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1/24 SCALE

MONOGRAM	KIT	YOUR PRICE
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Cobra/Lola	11.00	7.70
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Ferrari-Ford GT	11.00	7.70
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Chaparral II	9.00	6.30
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Midjet Racer	8.00	5.60
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Mustang-Chap.	11.00	7.70
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Ferrari-Ford Rdstr.	11.00	7.70
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Ford GT Rdstr.	9.00	6.30
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Ferrari 275P	8.00	5.60
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Scarab	8.00	5.60
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Porsche 904	8.00	5.60
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McLaren Elva	9.00	6.30
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NO OTHER MAIL ORDER HOUSE OFFERS YOU THIS!!!! Now, all orders from the Continental United States (sorry, not good in Canada or Mexico) are shipped by AIR to your local post

office. From there the orders come to you by conventional parcel post. Cuts delivery time in half!!!! Good in Hawaii and Alaska too!

1/24 SCALE

MONOGRAM	KIT	YOUR PRICE	RTR	YOUR PRICE
Vampire			12.00	8.40
Ferrari			12.00	8.40
Lotus 38 (Indy)	9.00	6.30	12.00	8.40
Lola T-70			12.00	8.40
Ford GT			12.00	8.40

MPC				
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'66 Pontiac			12.95	9.06
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Ford J-Car			12.95	9.06
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Mako Shark			12.95	9.06
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Mantaray			12.95	9.06
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COX				
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Ford GT	8.98	6.29	12.98	9.09
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Lotus 40	8.98	6.29	12.98	9.09
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Chaparral	8.98	6.29	12.98	9.09
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Chap. 2-D	9.98	6.99		
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Cheetah	8.98	6.29	12.98	9.09
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Dino Ferrari	10.98	7.69		
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La Cucaracha			12.98	9.09
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DYNAMIC				
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Bandit			10.45	7.31
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Super Bandit			16.95	11.86
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Renegade			11.95	8.36
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Ferrari 330P3	8.00	5.60		
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CLASSIC				
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Competition Asp			12.98	9.09
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Manta Ray			14.95	10.46
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Viper			11.95	8.36
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Astro V	8.98	6.29		
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Batmobile			13.95	9.76
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Toronado	6.95	4.86	8.00	5.60
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Stinger			15.00	10.50
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The Serpent			12.98	9.09
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Gamma Ray			13.98	9.79
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STROMBECKER				
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Ford "J" Car	9.00	6.30		
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Ferrari 330P2	9.00	6.30		
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Cheetah	9.00	6.30		
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Porsche				
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Carrera "6"	9.00	6.30		
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Chaparral II	6.95	4.86		
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Lotus 30	6.95	4.86		
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Ferrari 365P2	7.95	5.56		
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Cheetah	7.95	5.56		
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K&B				
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Sportsman Cpe			10.95	7.66
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Mako Shark			13.95	9.76
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McLaren MK2			6.95	4.86
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Chap. 2D			10.95	7.66
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Blue Monster				
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(Ball Bear.)			12.95	9.06
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RUSSKIT				
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Eagle GP	10.00	7.00		
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Chap. 2-D	10.00	7.00		
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McLaren MKII	10.00	7.00		
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Porsche				
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Carrera "6"	10.00	7.00		
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Lotus 40	10.00	7.00		
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Chap. Rdstr.	10.00	7.00		
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The Hustler	7.95	5.56		
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BZ				
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Banshee			14.95	10.46
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Lil' Red Wagon			13.95	9.76
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Carrera "6"			13.95	9.76
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Chap. 2-E			13.95	9.76
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BRM H-16				
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Form. 1			13.95	9.76
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Watson-Ford			13.95	9.76
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HAND CONTROLLERS

COX	REQ	YOUR PRICE
Mk 1 (30 ohm w/clips)	4.98	3.49
MK 3-25 ohm	6.98	4.89
MK 4 15 ohm	7.98	5.59
MK 7 combo 5, 7 1/2, 10 & 15 ohm	14.98	10.49

RUSSKIT		
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Form 2		
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15 ohm	3.50	2.45
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Form 1 10 or 15 ohm	6.95	4.86
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ATLAS H.O.		
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(85 ohm)	2.98	2.09
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CLASSIC 2-IN-1 15 & 25 ohm	12.95	9.06
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8 & 15 ohm	12.95	9.06
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MRC		
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Endura 800 (10 or 15 ohm)	7.98	5.59
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Endura 600 (15 ohm)	5.98	4.19
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Varipower (5 to 15 ohm, selectable)	11.98	8.39
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MOTORS		
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STROMBECKER		
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Hemi 300	5.00	3.50
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Hemi 300AT (Adj. tim.)	6.00	4.20
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Hemi 400	6.00	4.20
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Hemi 400AT (Adj. tim.)	7.00	4.90
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RUSSKIT		
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"23"	3.00	2.10
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"25"	4.50	3.15
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"26"	3.00	2.10
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PITTMAN		
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6001BB can (ball bear.)	9.95	6.96
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MONOGRAM		
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X-88	3.00	2.10
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X-110	3.00	2.10
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X-220	4.00	2.80
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COX		
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TTX-

**No matter what you pay
you can't buy a better racing model!**



Get this fast, sweet-handling Monogram Chaparral Coupe

*(About one half what this
fine quality usually costs.)
Kit SR2420*

for only

\$5

Authentic 1/24 Racing Model of the Sensational 2D Coupe Raced at Daytona—With Operating Spoiler Mounted on Fender Fins

Whether an "old timer" or a beginner, we want everyone to enjoy slot racing at its wonderful best. That's the reason for this unusually low price—to get you acquainted with the fine Monogram quality. Up to now you'd pay twice as much—even more—for the top quality and superb engineering of this Chaparral.

It's a terrific performer and has everything ever wanted in a slot racer, plus fascinating good looks and an unusual operating feature. The spoiler moves into up position when car is braked and returns to neutral when car is accelerated. Check the "specs" and see the \$5 Chaparral at your favorite store.

One-piece molded body — ultra light weight with super thin walls.

Clear windows and headlights.

Chrome finish velocity stacks, wheels, shift lever and steering wheel.

Detailed interior including seat, floor boards, dash, etc.

Full bodied driver with helmet, goggles, shoulder harness and separate arms to fit steering wheel.

Tiger sidewall chassis powered with 8-volt high rpm Super X-220S motor.

Light weight hardened aluminum frame with low center of gravity.

Weighted swing pickup. Machined wheels. Quiet Nylatron spur gear. Sponge slicks.

Monogram Models, Inc.,
Morton Grove, Illinois



THE FORD FAMILY OF FAST CARS

FORD GTP

**J
CAR**



The latest development in the Ford Family of Fast Cars is also the latest 1/25 scale model from IMC. The Ford engineers capitalized on three years of racing experience with the GTs and Mark IIs when they designed and built the J-Car. Industro-Motive capitalized on the experience gained from producing the highly successful GT and Mark II kits. Some of the J-Car kit features include opening doors, hinged deck lids, steering, and low-profile treaded racing tires. Every model car fan in the country will be wanting this one, but we're recommending it for advanced builders only.

MARK II FORD GT

A completely accurate 1/25 scale model of America's first international road racing champion. The Mark II was the second development in Ford's Family of Fast Cars. The original GT chassis was mated to a new body shell, and the potent 427 engine. It proved to be the winning combination at Daytona, Sebring, and Le Mans. The 427 engine, the monocoque chassis, and all the other features that make the Mark II a great race car are faithfully reproduced in this kit. There are also numerous operating parts, plus decals of the winning cars at all three of the above mentioned races.



**FORD
GT**



Here's the original. The low slung beauty that started the Ford Motor Company toward their first world's championship, and heralded America's entry into big-time international road racing. The kit is authentic in every detail, with opening doors, and deck lids. The model is even assembled the same way its big brother goes together. There's an all chrome suspension, and a set of accurate decals.

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